

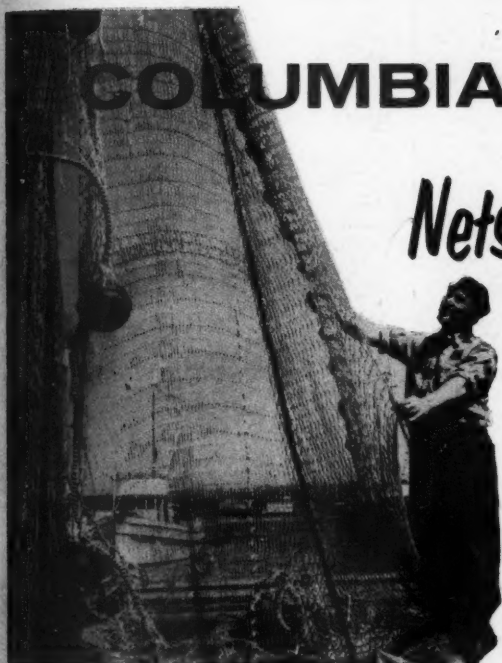
# NATIONAL FISHERMAN

AUGUST  
1958

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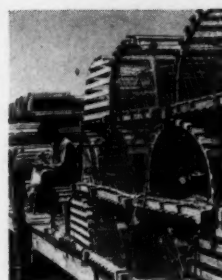


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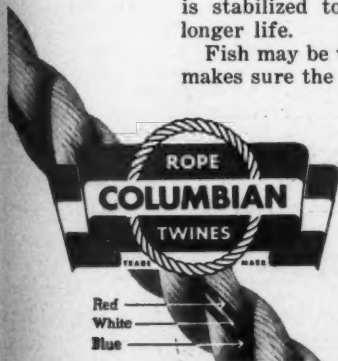
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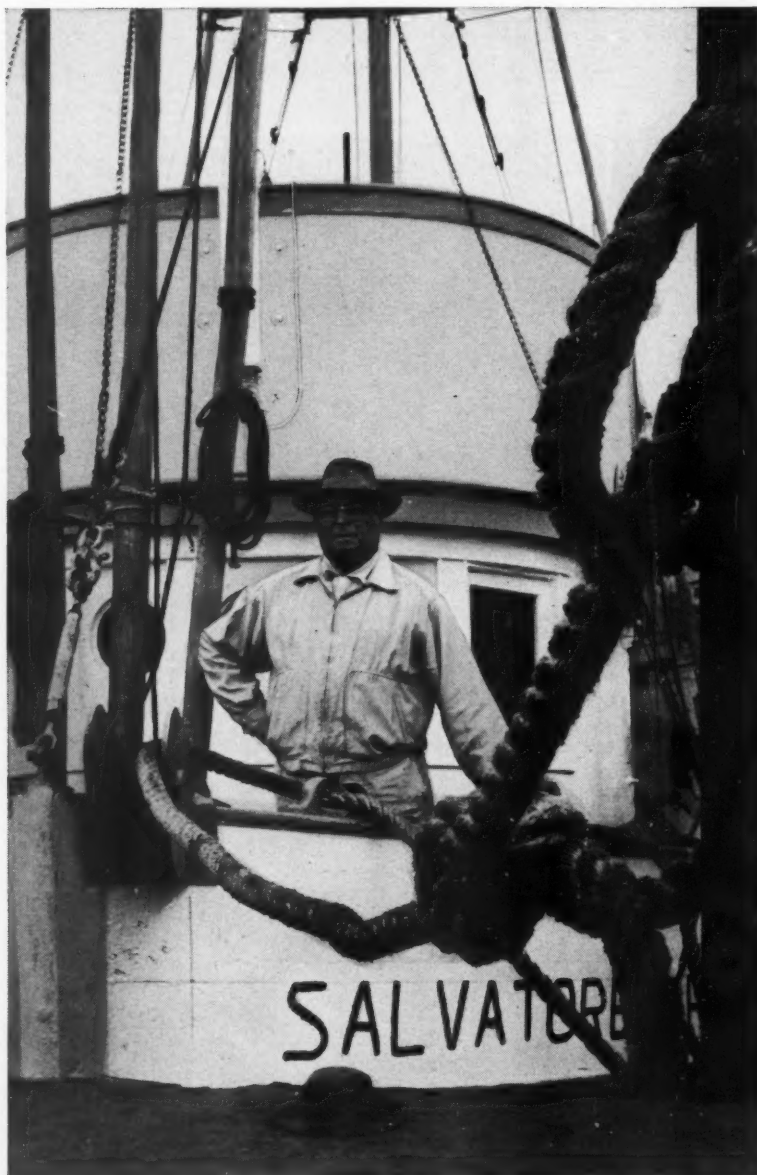
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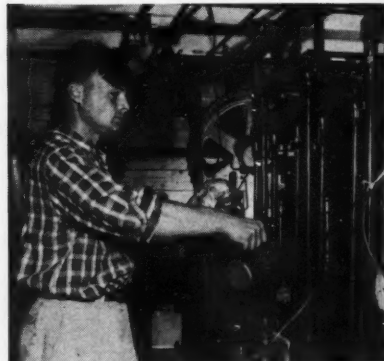


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# The Lookout

## Safety Recommendation

A recent fire at sea aboard a Canadian fishing trawler exacted a toll of seven lives lost during an attempt to launch a lifeboat while the trawler swept along at eight knots.

Starting in the galley, the fire spread immediately to the engine room, forcing the engineers on deck before they could reach the throttle and shut off the main engine. Unable to re-enter the engine room and with no emergency engine shut-off control available, the trawler's engine continued to operate for approximately nine hours before it was finally stopped by the fire.

While some crew members took refuge on the forecabin head, seven fishermen tried to escape into a lifeboat while it was being towed alongside at high speed. Four of the men were lost alongside while attempting to board the boat in heavy seas, while the three men who reached the boat and were picked up later, died from exposure. The others who elected to stay with the vessel were rescued.

The grim facts of the disaster, as gleaned from newspaper accounts and reports from survivors, should alert fishing vessel owners to take immediate action to prevent recurrence of similar tragedies in the American fishing fleet.

With the exception of a small minority of boats having pilot house engine controls, the United States fishing trawlers are not equipped with alternate means of engine control and are wholly vulnerable to accidents of this nature. There are isolated cases wherein deck controls for cutting off the day tank fuel oil supply are provided, but this arrangement provides dubious protection as the main engine will continue to operate for lengthy periods before the fuel supply is exhausted.

The solution to this problem is neither complex nor costly. Installation of a manually-operated cable control leading from the engine throttle to the pilot house will provide positive emergency control of engine operation, and should be a part of the safety equipment for all fishing vessels not having pilot house engine controls.

If dangerous conditions aboard fishing vessels are to be eliminated, owners and operators must accept full responsibility for providing safe, seaworthy vessels complete with equipment and devices to rectify the operational hazards and practices which contribute to the present high accident rate in the industry.

# NATIONAL FISHERMAN

The Fishing Industry Magazine

Vol. 39 No. 7

August 1958

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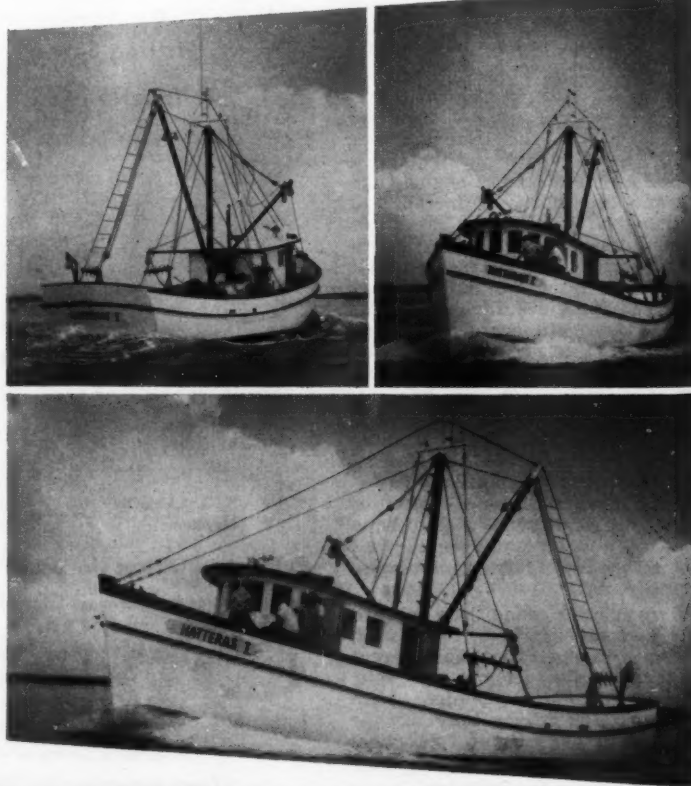
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## ► Federal Fishing Act

New England and Pacific Coast fishermen have joined in asking that the Federal Government make up the difference in the cost of building fishing boats in this country and overseas. Without such action they told a Senate Commerce Subcommittee, the U. S. fishing fleet will be adversely affected by the competition of foreign vessels.

Testimony was given at a hearing on the bill by Senator Saltonstall of Massachusetts. Saltonstall told the committee that sponsors of the Federal-aid program for the fishing industry had agreed on changes in the original measure, eliminating features authorizing subsidy payments for specialized operations of the fishing fleet.

The Saltonstall amendment has four provisions. (1) An appropriation of an additional \$10 million loan fund for fishermen and vessel owners to be added to the fund originally granted them in 1956. (2) An appropriation of a \$5 million loan fund for fish processors in distressed areas. (3) An appropriation of a \$10 million loan fund for a construction subsidy for the building of new vessels in boat yards in the United States. (4) An appropriation for a \$5 million loan fund to aid in reconstructing, reconditioning, and modernizing fishing vessels.

Under terms of the amendment loans would be granted for 20 years instead of the current 10. Interest rates would be reduced to 3 percent from the present 5.

The amendment also wipes out the "time clause" and restrictions as to the total poundage. In the original bill, boats were required to fish for a certain number of days to qualify. Further restrictions were imposed as to the type of fish caught.

## ► Funds Approved

Secretary of the Interior Seaton has approved the allocation of \$5 million of the Saltonstall-Kennedy funds for commercial fishery investigations during the fiscal year ending June 1959.

The Saltonstall-Kennedy Act provides that 30 percent of the money derived from import duties levied on fishery products be directed to increasing the production and consumption of domestically produced fish and fishery products.

Nearly \$700,000 is included for various projects relating to salmon. Other allotments are for Northwest Atlantic fisheries, Great Lakes and inland waters, sardine studies, oyster projects, shrimp, menhaden, striped bass, king crab and Pacific Coast rockfish.

More is indexed for the study and control of red tide, for Pacific oceanographic studies, hydrographic studies on the Atlantic Coast, insurance studies and for the coordination of Saltonstall-Kennedy projects in southern California.

# FISHERY PROGRESS

## ► Tuna Stabilization Act

Congressman Wilson of Calif. has introduced the "Tuna Stabilization Act of 1958" to provide the Secretary of Interior under specified conditions could pay a tuna producer an amount equal to but not to exceed the difference between the market price and the tuna stabilization price. The tuna stabilization price is specified in the bill as 19¢ per pound for albacore, 15¢ per pound for yellowfin and bigeye, 14½¢ per pound for bluefin, and 13¢ per pound for skipjack.

Wilson said, "The Senate has just adopted a bill to stabilize the production of copper, lead, zinc, acid-garde fluorspar, and tungsten from domestic mines. The problems of those mining industries are substantially identical with that of the tuna fishing industry. The fishing fleet is in effect mining raw material from the sea.

"None of those mining industries, aside from copper, vary in size from the tuna fishing industry or are more valuable than it to the domestic economy. Accordingly I have prepared and introduced a bill modeled closely upon the metals bill to provide for the stabilization of the tuna fishing industry in the same manner as that bill provides for the stabilization of these mining industries."

## ► Otter Trawl Leaflet

The U. S. Fish & Wildlife Service Bureau of Commercial Fisheries recently released a new leaflet on the operation of the North Atlantic type otter trawl gear. The leaflet describes and illustrates in detail the method of side-trawl fishing.

The basic principles of operation apply to any size net or vessel since the weight of the otter door has no effect on the basic procedure. Each step is given in the procedure of setting the net, shooting the trawl, hauling the net, and landing the net.

Free copies of FL-445 may be obtained by writing to the Division of Information, U. S. Fish & Wildlife Service, Washington, D. C.

## ► Helicopter Oceanography

The first attempt to conduct oceanographic surveys in the open ocean from a helicopter was completed by the Pacific Ocean Fisheries Investigations and the Kaneoche Marine Corps Air Station. The basic test was to determine whether the helicopter could complete the same mission as a surface ship, and the results were successful.

There are three important aspects to the problem of helicopters versus

vessels for certain oceanographic missions. One is cost. The just completed survey would take a surface vessel about 36 hours at an operational cost of over \$1,000. The helicopter costs about \$90 an air hour, or about \$450 for the operation.

The second is speed. The vessel takes 36 hours and the helicopter 4 or 5 hours. The shorter the time period the greater the value of the data because time changes in the ocean are virtually reduced to zero.

A final factor is the type of observations. A helicopter can not do everything a ship can but it can do a considerable amount and may become the vehicle of choice for many oceanographic surveys.

## ► Boat Owners Meeting

Believing that some of the most vital problems confronting the industry today pertain to fishing vessel owners in every part of the United States, president Vernon Drape and chairman Dave Hart of the newly formed Boat Owners Committee are planning to extend invitations to fishing vessel owner representatives to meet in Washington about September 30.

They plan to consider boat owner problems with a view to uniting in an all-out effort to find solutions to some of the problems. Drape has specifically mentioned the need of legislation at the next session of Congress.

## ► Pacific Seamounts

A potential new source of tuna has been added to the Pacific tuna resources by new information for accurately locating seamounts, recently released by the U. S. Naval Hydrographic Office. Seamounts or underwater mountains, have been demonstrated to be points of concentration of the rapidly moving schools of offshore Pacific tuna.

The information now available on seven new seamounts could theoretically account for \$14 million increase in tuna production.

## ► Transportation Tax

The fishing industry will realize an estimated reduction in transportation costs of about \$2 million annually because of the repeal of the 3 percent property transportation tax, as provided by the "Tax Rate Extension Act of 1958".

The bill provides for the elimination of the tax to be effective on all payments made on transportation of property on or after August 1958 regardless of when the movement took place.

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# Oyster Growers Mark 50th Anniversary

Plans for joint research on oyster standards  
adopted by Association at Baltimore Convention

**S**PEAKERS at the Fiftieth Annual Oyster Convention in Baltimore, Maryland demanded revised oyster standards, branding the existing laws as "obviously unenforceable, inadequate, and capricious." The joint annual meeting of the Oyster Growers and Dealers Association of North America, Inc., National Shellfisheries Association, and the Oyster Institute of North America, held July 20-24 at the Emerson Hotel, heard a panel discussion on "What Should Be Done About Oyster Standards", moderated by Dr. J. L. McHugh of the Virginia Fisheries Laboratory.

Nearly 300 leading oystermen, packers, dealers, distributors, and shellfish researchers attended the convention, of which Lee Savage, Chincoteague, Va. was general committee chairman. Packers and planters from every coastal area discussed their operations, and heard experts in many fields. Enthusiasm and interest were at high pitch, and record attendance was shown for all sessions of the meeting.

Thomas D. McGinnes, Irvington, Va., (president of Virginia Seafoods, Inc.; vice-president of OGDPA past two years; former OGDPA finance officer; and a director of National Fisheries Institute, and National Canners Association); succeeds William P. Ballard, of Norfolk, Va. as president of the Oyster Growers and Dealers Association. Ballard has been president for the past three years. McGinnes pledged to do everything possible to further the aims of the Institute, and asked that efforts be made to strengthen the organization by expanding its membership.

William R. Woodfield, Woodfield Fish & Oyster Co., Galesville, Md. and A. J. MacTaggart, Bluepoints Corporation, West Sayville, N. Y., were elected as vice-presidents. The By-laws were scheduled to be changed in order to eliminate the third vice president. David H. Wallace is secretary-treasurer.

Officers of the National Shellfisheries Association were re-elected. M. R. Carriker, Chapel Hill, N. C., is president; L. E. Cronin, Solomons, Md., vice-president; and Philip A. Butler, Gulf Breeze, Fla., secretary-treasurer.

A special Founders Luncheon under the direction of

chairman Fred Johnson of Elliott City, Md., was held in celebration of the 50th anniversary of the organization. The occasion was held in honor of those firms and individuals who established the Association in 1908. Companies in that group were from Massachusetts through Virginia. The governor from each of those states was invited to the affair. Special plaques were presented to the Founding Group. The plaques were received by the various relatives and representatives of the founding companies. None of the original founders was in attendance, Captain H. I. Reynolds, 92, being the only surviving member.

## Revised Standards Demanded

Federal standards for shucked oysters, adopted in 1946 and which have since resulted in court cases, through attempts to enforce them, were the highlights of the convention.

One of the most far reaching actions ever taken by the industry, the oyster Institute agreed to be one of the three participants in a research program along with the Food & Drug Administration and the U. S. Fish & Wildlife Service. The industry agreed to bear its share of the cost of the studies and to serve on a joint Committee of three to start and follow through on the program. This idea was first proposed by the Food & Drug Administration in view of certain court decisions which made some aspects of the standards uncertain.

Under this program all data will be pooled and the entire work will be under the direction of one outstanding scientist appointed jointly by the participants. A Steering Committee of three persons—one from each organization—has been appointed to select a director, obtain a site for the work and develop the aims of the study and the projects to be studied. The Committee is composed of Charles Butler, Chief Technological Division U. S. Fish and Wildlife Service, John L. Bassen, Assistant Chief, program planning and review of Food and Drug Administration, and David H. Wallace, Director of the Oyster Institute, designated by the board as the Industry Representative.



New officers of the Oyster Growers and Dealers Association of North America, Inc. Left to right: William R. Woodfield, Galesville, Md., first vice-president; William P. Ballard, Norfolk, Va. outgoing presi-

dent; Thomas D. McGinnes, Irvington, Va., new president; A. J. MacTaggart, West Sayville, N. Y., second vice-president; and David H. Wallace, Annapolis, Md., Director of the Oyster Institute.





Left to right: Fred Johnson, Ellicott City, Md., chairman, Fiftieth Anniversary Arrangements Committee; William P. Ballard, retiring president; and David H. Wallace, secretary-treasurer, Oyster Growers & Dealers Association.

Commenting on the need for revised oyster standards, Vincent A. Kleinfeld, Washington attorney and Food & Drug law specialist, stated "this cannot be accomplished by an ambiguous and ineffectual regulation, based on findings which the Government does not now believe in."

The dispute between the industry and the Food and Drug Administration involves charges that many oyster packers add water to shucked oysters to increase bulk. "The situation that has existed since the promulgation of the standards . . . is confusing and is unfair to both the consuming public and the oyster industry. The regulations seem to have been adopted without clear and convincing evidence as to what was necessitated by the facts of life of the oyster industry."

Kleinfeld pointed up the uncertainties connected with oyster bleeding. He noted that various factors effect bleeding and even after packing, some oysters will produce liquid in the container suggesting inadequate drainage. One regulation, he said, provides a method too expensive for much of the industry. The other provides that tests within 15 minutes after packing must not show more than 5 percent of free liquid. The last he called a "meaningless requirement" since there is no known formula to determine shrinkage or absorption and some oysters are known to exude liquids later.

Selma Levine, another Washington attorney and Food and Drug Law expert, said the Food and Drug Administration recognizes the present standard is unenforceable.

With the loss of its most important case to recent court decisions, and the subsequent move to voluntarily dismiss pending companion cases, the Administration is confronted by the necessity of undertaking a major overhaul of its enforcement program in the oyster field. Three major defects have been disclosed, Miss Levine said.

"First the standard requires that oysters be 'thoroughly drained', and prescribes a limitation of 5 percent of liquid by weight 'within 15 minutes after packing'. But the Food and Drug Administration does not regularly make tests within the prescribed period. So the Administration has depended for enforcement of this provision on the existence of a direct correlation between the free liquid content of a container within 15 minutes after packing and at any time thereafter. It has consistently taken the view that 'oysters packed in compliance with the standard of identity, and which are subjected to good commercial handling practices, are not subjected to abnormally high or low temperatures, will not increase in the amount of free liquid content after being legally packed'. The Administration has taken this position despite its concession . . . that the appearance of excessive water in an oyster container after packing might stem from the natural disposition of the oyster itself to continue to bleed after packing rather than from inadequate drainage on the part of the packer."

"The second defect in the regulations," Miss Levine con-

tinued, "relates to the total solids test. The standard provides that oysters shall not, during washing process, be in contact with fresh water for more than thirty minutes, but unlike the 'thoroughly drained' requirement, no test is prescribed. . . . The Government just assumed that a test for total solids would disclose whether oysters had been in contact with water too long, and contended that 10.4 percent is the minimum reliable figure."

"The third defect in the regulations relates to directions for testing for free liquid content. These directions are so imprecise that even different laboratories of the Food and Drug Administration, when they tested homogenous material according to the method prescribed in the regulations, came up with an 87 percent range in free liquid content, though the averages were below the required 5 percent. This . . . could lead . . . to no other conclusion but that different results can be obtained by different tests on the same material."

### Must Learn More About Oysters

Dr. Dayton Carritt, of the Chesapeake Bay Institute of the John Hopkins University, elaborated on the need for studies to prevent a repetition of mistakes. When revising the standards he proposed a three-year cooperative study by a ten member board. "In attempting to decide how the regulations should be changed, it may be instructive to speculate for a moment on how a set of regulations such as the existing ones came into being."

"First, of a certain amount of basic oyster biology; second, of the behavior of oysters under the wide variety of conditions to which they are subjected in normal commercial practices; and third, all parties seemed to lack a basic understanding of human reactions to regulation."

"The importance of this is two-fold. First of all, it is the individuals of the oyster industry who suffer when unreasonable regulations are placed on it. Secondly, new regulations undoubtedly will be made sometime in the near future. In that the oyster industry will suffer if the same kinds of mistakes are made again, it seems . . . imperative that the industry should do everything in its power to assure itself that the new regulations are workable and adequate."

"The main function of this group should be to obtain information, so that clear pictures of the seasonal and geographic variation in several properties of oysters are obtained, as well as how these properties are reflected in the quality of oysters after normal commercial operations. Some of the work will have to be conducted in a fairly well equipped laboratory. Some of it will have to be done on plant scale."

"Very likely Pure Food and Drug will want to conduct a series of studies which they will use as their basis for revision of the standards. . . . Basically, this appears to be a rather undesirable situation, for it amounts to the police department acting like a lawmaking body. In the final analysis, it may be that the only reasonable approach to this problem will be a cooperative study involving the oyster industry and Pure Food and Drug, which essentially are two organizations on opposite sides of the question, together with the Fish and Wildlife Service, which can act as a neutral body."

### United Against Oyster Foes

Assistant Secretary of the Interior, Ross Leffler, speaking at the convention's opening session, said, "I see no reason why the oyster industry will not resume its rightful place in our fisheries economy. It looks like a bright future, because we already have launched the kind of partnership effort which is necessary."

He said the fight against enemies of the oyster is progressing on several fronts, although the problem of controlling predators of the bivalves is so great that ordinary methods cannot do the job. Legislation has been introduced in Congress to authorize funds to do away with the starfish in oyster beds. An eradication program is particularly needed in beds off New York, Connecticut, Massachusetts, and Rhode Island.

Department of the Interior researchers are also screening hundreds of chemicals to see if any can be used for

selective poisoning similar to the campaign against the sea lamprey in the Great Lakes. Oyster drills which bore into oysters are the object of another study by researchers who have successfully used copper fencing against them. Planted in the oyster beds the copper is offensive to the drills.

The Interior appropriations bill provides funds for the construction of a new shellfish laboratory in the Chesapeake Bay area. Studies at the shellfish laboratory at Milford, Connecticut, have developed basic techniques of artificial propagation of seed oysters. "At the present time," Leffler said, "they are directing their efforts to making these methods commercially applicable."

A joint session on seed oyster culture was presented with growers and scientists on the panel discussion, followed later by detailed reports of research on the subject. Seed oyster production is the critical factor in successful oyster culture in some parts of the country. In others, a failure of state seed sources would be a catastrophe. The discussion pointed out techniques used on the Atlantic and Pacific coasts.

Philip A. Butler of the Bureau of Commercial Fisheries, shellfishery laboratory, Gulf Breeze, Fla., told of detailed observations on growth and mortality of New England seed clams transplanted to the Gulf of Mexico. The planting was done on an experimental basis in order to determine the possibility of commercial success of such plantings. Bi-monthly observations were made for four years beginning in 1954 on four groups of clams produced artificially in the U. S. Fish and Wildlife Service shellfish laboratory at Milford, Conn.

The relative continuity of growth throughout the year makes possible the attainment of a marketable size earlier than in New England. Although clams grew in all months, there were indications of summer estivation at water temperatures above 30 degrees C. This is in contrast to the winter hibernation that takes place in northern waters. Mortality rates were unusually low in protected clams, but predation from crabs and boring snails would prohibit growing these clams in unfenced areas. There is clear evidence that both the heredity of the seed clams and the location of the planting markedly influence the meat yields.

Harold Orcutt of the California Fish and Game Department, Stanford, Cal., outlined the California oyster ground utilization plan. In California since 1952 there has been a dramatic increase in the amount of oyster ground culture and in oyster production. The recent development led to the adoption by the Fish and Game Commission of a policy with respect to oyster culture within the framework of existing laws.

Appropriate state water bottoms are allotted for oyster culture, but in the public interest native oyster and public clamming areas are not allotted and natural beds of eel grass are protected. The prevention of the possible introduction of pests is of major importance. Four species of oysters are harvested and the multiple use of salt water bays is practiced along with various methods of procuring allotments and their subsequent maintenance.

J. C. Medcof from the St. Andrews Biological Station, N. B. Canada, commented on studies made of stored oysters. Survival, fatness and flavor were followed, December to May, in oysters left on beds and held in air storage at temperature simulating those of commercial cold storage, a cold basement and a warm basement. In all respects oysters from beds were best and showed few changes. Survival, flavor and fatness of air stored oysters decreased remarkably and were successively poorer at higher temperatures.

#### Absorption of Radioactive Waste

Accumulation of radioactive cesium by shellfish was the subject approached by Thomas J. Price, of the Fishery Radiobiological Laboratory, Beaufort, N. C. The increased uses of radioactive materials in industry and other installations has extended the possibility of commercial shellfish producing areas becoming contaminated from fission products.

Walter A. Chipman, Chief, Radiobiological Investigations, Bureau of Commercial Fisheries, pointed out that



Oyster planting in Pamlico Sound near Cedar Island, N. C.

there is no immediate danger to the fishing industry from pollution with radioactive materials from the rapidly expanding atomic industries. Full consideration has been given well in advance of any operation to possibilities of hazardous contaminations of environments and measures have been taken to prevent any hazard. Careful thought has been given to problems of waste disposal along with the planning of all major developments and this is likely to be continued. Promiscuous disposal without adequate control to prevent hazards . . . is not now permitted.

Disposal of radioactive wastes is not a simple problem. There are many types and kinds of wastes and each has its own disposal problem. At the present time the Atomic Energy Commission is requesting the National Academy of Sciences to examine the feasibility of establishing disposal locations in the offshore regions of the Atlantic and Gulf coasts, up to 25 miles from shore. Here low-level packaged radioactive wastes may be deposited by authorized civilian waste disposal companies. If such areas are found and selected wastes would be deposited under strict control. They would not be located on valuable fishing grounds or in sites from which currents would bring wastes to shores or beaches.

#### Directors Elected

Newly elected or re-elected directors of the Oyster Growers and Dealers Association were: James McPhillips, McPhillips Packing Corp., Mobile, Ala.; J. Louis Radel, Andrew Radel Oyster Co., Norwalk, Conn.; Waldron Bayles, Oyster Bay Oyster Co., Oyster Bay, N. Y.; Butler Flower, Frank M. Flower & Sons, Bayville, N. Y.; George Vanderborgh, Sr., G. Vanderborgh & Son, Sayville, N. Y.; James Munson, Catuit Oyster Co., New Haven Conn.; Norman L. Jefferies, Jr., Greenwich Oyster Co., Greenwich, N. J.; Lemuel B. Newcomb, Vineland, N. J.; Halfdan Anderson, Beacon Oyster Co., Wickford, R. I.; J. Richards Nelson, Warren Oyster Co., Warren, R. I.; Roy Hand, Newcomb and Hand, Dover, Del.; Walter Lehman, Allen Kirkpatrick and Co., Rehoboth Beach, Del.; Samuel S. Bevans, Travers Brothers, Inc., Baltimore, Md.; G. I. R. Lore, J. C. Lore & Sons, Inc., Solomons, Md.; Frank M. Miles, J. H. Miles and Co., Norfolk, Va.; Robert Smeers, Savage & Smeers, Chincoteague, Va.; Joseph M. Jurisich, Popich & Jurisich, New Orleans, La.; Baldo Pausina, New Orleans, La.; Lee J. Wiegardt, Wiegardt Brothers, Ocean Park, Wash.; and Earl B. Brenner, J. J. Brenner Oyster Co., Shelton, Wash.

Congress has been urged, in a resolution adopted by the oyster and shellfish industry, to protect it from imports of canned shellfish, mostly from Japan. The resolution said imports threaten the stability of domestic canning. Foreign imports were seen as increasing alarmingly, with canning and shucking methods often not up to high United States standards.

# Dungeness Crab Fishery on Pacific Coast

The growth of the fishery, gear and marketing in Oregon waters

THE Dungeness crab is known to occur along the Pacific Coast from Unalaska in the Aleutian islands to Magdalena Bay in lower California, and ranges from the intertidal zone to depths of at least 93 fathoms. While showing a preference for the sandy and sandy-mud bottom, the Dungeness crab may be found on almost any type of bottom and is present within bays and estuaries as well as the floor of the open ocean.

Crabs taken in the commercial fishery off Oregon coast average about 6½ inches, shoulder width, based on measurements of 12,800 crabs caught in offshore waters in 1949-50. During the same period, crabs caught in offshore waters weighed an average of 2 pounds apiece.

Upon reaching a legal size, Dungeness male crabs may be marketed. The market is supplied by a commercial fishery prosecuted from San Francisco to Alaska. Oregon has 300 miles of general coastline bordering the Pacific Ocean, and crab fishing is carried out along a major portion of the distance wherever conditions are favorable. The fishery is confined to relatively shallow waters, usually less than 25 fathoms.

With the exception of Port Orford, all of the crab ports are situated on estuaries and fishing vessels leaving them must cross a bar to reach the open sea. Inclement weather may make the bars impassable, thus limiting the number of trips to the fishing grounds. Since there is no bar at Port Orford, the condition of the sea determines whether or not fishing boats may venture to the crabbing areas.

At Port Orford, all boats are kept on the dock in specially made trailers and must be lowered into the water by means of a powered boom. Spring and summer are the only times that boats can visit the offshore fishing grounds with any degree of regularity.

According to U. S. Bureau of Fisheries' records the first crab landings in Oregon totaled 6,600 pounds in 1889. A gradual but fluctuating increase in production took place up to 1931, in which year more than half a million pounds of crabs was landed commercially in Oregon. Production increased sharply from 1931 to 1943 when an all-time high of almost 11 million pounds was sold by commercial fishermen. During the next 12 years, landings fluctuated between 6 and 11 million pounds. The sharp increase in landings may be attributed primarily to the repeal in 1933 of a variable bag limit on commercial crabbing.

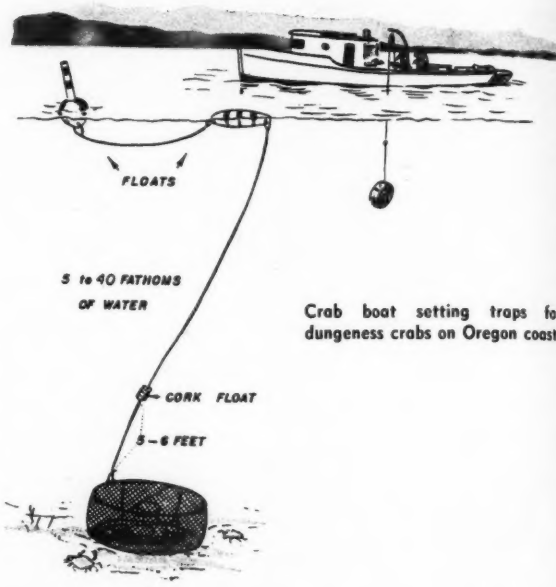
The increase in value of the fishery can be seen when it is noted that the 1895 landings of 23,500 pounds had a value of about 2.7 cents per pound, to the fishermen, while the 1951 landings of 6,400,000 pounds were sold by the fishermen for 12.7 cents per pound.

For the period 1944-1956, landings of crabs usually reached a seasonal peak in May. However, in 1954 the seasonal peak was March, a full two months earlier. After March the catches fell off rapidly and by June very few crabs were being landed. The 1955 season landings peaked in February, but the peak was not as pronounced nor did the catch fall off so rapidly.

## Gear for Taking Crabs

Three types of gear which have been used at various times to take crabs for commercial market are rakes, hoops or rings, and pots or traps. Raking crabs out of pot holes and tidepools is limited to the intertidal zone, and adjacent shallow water. It consists of pulling a long-tined rake through the sand, dislodging any crabs buried below the surface. The method was sufficiently productive in the past to supply a small market. At present the method may not be used by commercial fishermen.

The crab ring or hoop consists of a cotton-mesh basket attached to two iron rings. Bait, usually clams or dead fish, is attached to the inside of the basket which is then



lowered into the water. Upon reaching the bottom, the basket collapses and both rings rest upon the bottom, permitting the crabs easy access to the bait in the center. At intervals the ring is raised rapidly to the surface, forming a basket from which the crabs can not escape. The method is still employed to a considerable degree by commercial crabbers to a limited degree for offshore fishing in the Alsea, Nehalem, Siletz, Yaquina, and Coquille Bays.

The third type of gear, and that used in the majority of offshore fishing at present, is the pot or trap. The gear consists of a container with funnel-shaped entrances, the wide portion of the funnel being toward the outside and the small portion of the funnel toward the inside and elevated from the bottom. It is easy for the crab to enter the wide portion of the funnel, but it is difficult to escape through the narrow opening.

The gear was originally adapted from the east coast lobster pot, and at first consisted of a small wooden

(Continued on page 38)

Dungeness crab trap showing funnel entrances and bait box. This type trap was adapted from the east coast lobster trap.





## GREAT LAKES

### Catches of Lake Trout Show Improvement

Although Lake Superior commercial fishermen aren't getting the catches of lake trout comparable with before the lamprey, they are seeing improvement over three years ago. Aside from the large ciscowet, the prized lake trout is ranging smaller of size but is showing evidence of being in greater numbers. On the young trout there are seldom any lamprey scars and even larger trout are not showing the lamprey scars of a year or two ago. All of which indicates that the Fish & Wildlife Services long campaign against sea lamprey in the Great Lakes is beginning to show results.

Lake trollers appear to be getting fish and the set-line commercial fishermen have produced some good commercial quantities of lake trout.

In the Green Bay area, hauls of yellow perch and yellow pike were fairly good. In the entrance area of the Bay, chubs were being taken in good commercial quantity. Lots of sheepshead, carp, etc. were being taken in southern waters of Green Bay.

Commercial fishing on lake Michigan was at its peak, with good catches of yellow perch, fairly good catches of yellow pike, and good catches of small chubs by Port Washington, Milwaukee and Waukegan producers. Chicago commercial fishermen were taking lots of chubs and perch as were the Muskegon, Mich. producers.

In the Lake Huron area, good commercial quantities of rough fish were being taken with consistent regularity. Whitefish takes were reportedly fair to poor, however, and herring were in fair production.

In Saginaw Bay, catches were generally fair except for rough fish. Chubs were in good commercial quantity, but small in size.

Lake St. Clair commercial fishermen were consistently getting good commercial catches from the smaller lake this year. On Lake Erie, sauger production took an upturn, while yellow pike were in plentiful supply. Lake Ontario commercial producers were reportedly getting fair commercial quantities of perch, sheepshead, smelt, pike and some whitefish. Best reported production was in the eastern waters of the lake.

### Great Lakes To Test Chemicals on Undesired Fish

The spectacular success in killing sea lamprey larvae with specific poisons may be duplicated with undesired fish in the near future. At La Crosse, Wis., an old federal fish hatchery is about to be remodeled as a testing ground for thousands of chemicals.

The fisheries managers hope that chemicals will be found that will kill off carp and sheepshead and leave other fish unharmed. Continuous netting barely keeps these rough fish under control. They hope for specific chemicals that will take perch out of one lake, other pan fish out of another lake, kill northern pike where they interfere with desired fishing.

### Would Classify Bullheads Rough Fish

Because bullheads have become so numerous that they suppress other species of fish, the Wisconsin Conservation Department has recommended that they be classified as rough fish in six state waters. The waters are the Castle Rock and Petenwell Flowages on the Wisconsin River; Enterprise Lake; Pelican Lake; Little Rice Lake and Little Butte des Morts.

If the department's recommendation is accepted there is a very good chance that the fish will be taken and



Equipment aboard the 35' Gill netter, "Norshor" includes Delco batteries, Columbian cordage, Danforth anchor, White compass, and Crossley net lifter. Power is supplied to the boat owned by George T. Torgersen, Knife River, Minn., by a 96 hp. Gray Marine engine.

marketed by contract commercial fishermen. Bullheads are a popular eating fish in the Midwest.

### Wisconsin Expects Good Perch Catches

The Wisconsin Conservation Department recently reported an increase in the perch population of Lake Michigan, and said that commercial fishermen were expected to make excellent catches as a result.

### Crab Fishing Becoming Popular in Wisconsin

Crab fishing in Wisconsin, now done commercially on the west shore of Green Bay and in the Lake Winnebago region, may become more widespread in the future, because recent data has shown that the crabs are surprisingly abundant in some state waters.

A crab fisherman not long ago asked, for and obtained a permit to trap crabs in lakes in the vicinity of Phillips. The results were impressive, each trap set containing from 12 to 30 crabs every night over a period of weeks, even when set in the same place. There is a closed season on crabs from March 1 to June 15 in most Wisconsin counties.

### Great Lakes Gill Net Tug is Converted to Research Vessel

The Siscowet has recently been converted from a Great Lakes gill net tug to a fishery and hydrographic research vessel. She is powered with a 147 hp. GM Diesel, is 53 ft. long, with a 15-ft. beam and 6-ft. draft. She is equipped with trawling and hydrographic winches, a gill-net lifter, a fish-finder fathometer, radar, radio-direction finder, automatic pilot and radio telephone.

The Siscowet made a recent cruise on Lake Superior at which time three index stations were established where species composition and abundance of fish are measured and environmental conditions recorded. These stations are located north of Little Girls Point, Mich., southeast of Stockton Island and northeast of Bear Island.

During this cruise trawl catches at all stations were light. The slimy muddler and nine-spine stickleback dominated most catches. Other species taken were trout-perch, smelt, pigmy whitefish, burbot and chubs. Only two lake trout were taken in trawl tows.

Gill-net catches were somewhat better with chubs dominating catches between 22 and 35 fathoms. Longnose suckers and menominee whitefish were the best represented species in nets fished between 1 and 17 fathoms.

### New Tank Truck Put into Use

The Wisconsin Conservation Department is using a new tank truck to transport trout from state hatcheries to their destination. With a capacity of 2,000 fish, the truck may play an important part in the eventual restocking of Lakes Michigan and Superior with lake trout.

# GULF OF MEXICO

## Texas Shrimpers Get

### Excellent Catches in July

Three weeks of good weather over the Gulf of Mexico fishing grounds enabled Texas shrimpers to produce more shrimp in the 30-day period ending July 15 than in any other month of 1958. A total of 4.3 million pounds of shrimp were landed at principal Texas ports, doubling the 2.1 million pounds landed in the preceding 30-day period. The catches for July brings Texas shrimp landings to 14.1 million pounds for the first six and one-half months of 1958.

## Winners in Texas Shrimp Boat Parade

Winners in the best decorated boat contest held last month in connection with the blessing of the fleet at the Brownsville-Port Isabel shrimp fiesta were the *Betty S.C.A.*, owned by the Ewing Fish Co. of Brownsville; second place was taken by the *Miss Eileen*, owned by the Casterline Fish Co. of Corpus Christi and the *Ballerina* owned by S. M. Snodgrass of Brownsville, won third prize. The fiesta king was Capt. John Gaspard, captain of the shrimp trawler *Billie Marie*.

## New Ice Plant in Production

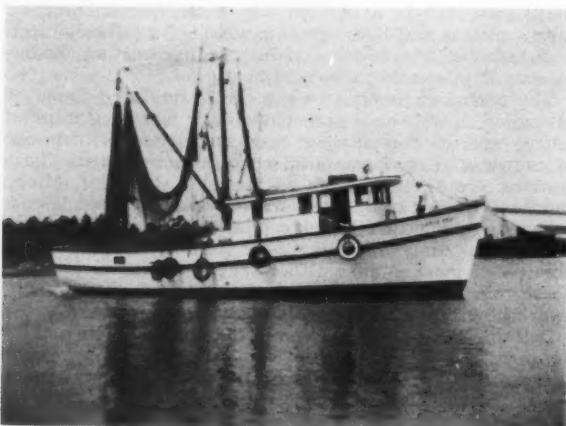
The ice plant at Aransas Pass, Tex. built by Sydney E. Herndon and F. K. Lytle, under the firm name of Gulf King Ice Co., has been completed and put into operation.

This plant's freezing capacity of 80 tons of sub-zero ice each 24 hours, has a storage capacity of 350 tons, or enough to supply a fleet of 75 trawlers. The ice is delivered to the trawler at a temperature of zero or below.

## Coast Guard Receives Parachute Pumps

The Texas Shrimp Association of Brownsville recently gave the Coast Guard Aid Detachment two more parachute pumps, bringing the total to five units. The pumps, packed in water-tight containers, can be dropped to disabled shrimpers from the air detachment planes. During the first five months this year, nine successful drops were made to disabled trawlers in the southwestern Gulf waters.

The portable pumps often save a vessel from sinking. Before the advent of the air-borne pumps, stricken



THE 50' SHRIMP "LOVIE DEE" owned by Frank M. Callaway, Gulf Shores, Ala. She is powered with a 165 General Motors Diesel turning a 46 x 36 5-blade Coolidge propeller. Included in the equipment are Surrrette batteries, Columbian rope, a Northill anchor, Bendix DR 7 A depth sounder, Ritchie compass, Apelco radio telephone, Loran APN 9 and a Stroudsburg 515½T hoist.

John Mehos, Galveston, Texas, was elected to the presidency of the Shrimp Association of the Americas at the Association's recent annual convention in Mexico City. From the Liberty Fish and Oyster Co., in Galveston, Mehos was one of the early backers of the international trade association, which includes shrimp interests in Texas, Florida, Georgia, Mexico, and Panama.



boats sometimes waited for several hours, or even days, for a Coast Guard cutter to arrive with bilge pumps.

The trawler *Pappy* of Port Isabel was recently saved from sinking by having two pumps dropped from a plane, when it was discovered that the first pump only checked the flow of the intruding waters.

Another trawler the *Capt. Dave* was saved from sinking 150 miles south of Port Isabel when a Coast Guard plane dropped a pump by parachute. The drop was complicated by darkness, but the plane dropped flare buoys in front and behind the parachute bilge pump to mark the location. The pump was retrieved by crewmen of another trawler the *Commodore* and within minutes was put into operation.

## Louisiana's New Shrimp

### Laws Go into Effect

Recent legislation passed by the Louisiana legislature governing shrimp regulations went into effect on July 2. They will affect Mississippians shrimping in Louisiana waters. A closed season from December 21 through April 30 and July 1 to the third Monday in August was set up under the bill.

During the closed season, all trawls are prohibited from inside waters, although cast nets, dip nets, bait traps or shrimp seines less than 100 feet may be used. No mechanical means or devices may be used. New trawl and seine restrictions are included in the new regulations, as well as new license fees and shrimp size counts.

Under the new law 19 shrimp boats were confiscated and their captains arrested for trawling out of season.

The shrimpers were caught operating in Taylor Pass, 12 miles east of Buras between dawn and noon, by four enforcement boats guided by an amphibian plane.

## Protest Trawling Ban

A ban against trawling for shrimp in Louisiana inside waters was protested last month by a group of fishermen who told the fisheries commission that as bait fishermen the ban would practically bankrupt them.

Warren M. Simon, chief counsel for the commission was to confer with Atty. Gen. Jack P. F. Gremillion to determine whether any relief may be afforded under the new law. The closed season for shrimp fishing in the state's inside water will be lifted August 18.

## Louisiana Shrimp Production Improved

The month of June showed an increase over June 1957 in the number of white shrimp packed at Morgan City, Berwick and Patterson plants.

Encouraging evidence that shrimp production is on the upgrade is revealed by the record of catches unloaded at the Twin City Fishermen's Cooperative Assoc. this year.

January was one of the poor production months with 9950 pounds; February saw an increase to 12,470 pounds; March, April, May showed steadily increasing produc-

## New Style Double Rig On Morehead Trawlers

The "Morehead City double rig", an adaption of the "Texas rig" which is designed to save wear and tear on both the boat and crew, is winning converts among the shrimp fishermen from the Gulf of Mexico northward. The new rig is the creation of the Morehead City (N.C.) Shipbuilding Corp., builder of Hatteras Trawlers. Buyers have their choice of rigs and many still prefer those tested by time. But wherever it is tried, the new rig is making friends.

In the usual Texas rig, the booms are stepped to the mast, putting the strain and weight in the center of the boat. The Morehead City rig has the booms footed on "A" frames just inside the port and starboard waist. This distributes the weight over the beam shelf and top clamp. Frames are welded to a steel base which is bolted to a wooden bed and the deck beams. A pipe from the "A" frame is welded to the mast. This is done for a more stabilized boat as well as a more stable rigging.

Among the advantages of the new rig is the fact that the booms are shorter by almost half the beam of the boat, yet still extend as far to port and starboard as longer and heavier booms footed to the mast. The shorter booms are lighter and easier for the crew to handle.

Another feature of the new rigging is the plates on which the doors rest. Each door nests on the plates along the cap rail when the outriggers are pulled up. The doors can be tied down on the plates and off deck when not in use. The booms, when hoisted and stored, fit into a yoke and stand straight up. When the outriggers are down for trawling, each boom is braced from below with a steel rod, which is connected to the "A" frame with a turn buckle, thus allowing the operator to adjust the tension.

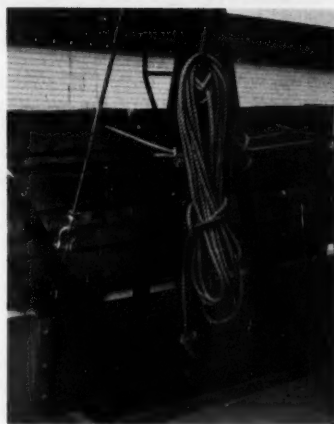
Two of the first boats to carry the new Morehead City rig were the *Captain Elbert* and the *Miracle*. The *Captain Elbert* belongs to Capt. V. J. O'Neil of Beaufort, N. C. and Key West, Fla. The boat will operate out of Key West. It is a 58 foot boat with a 17 foot beam and a draft of 5 feet 9 inches. Power is supplied by a General Motors Diesel 6-71E, which is rated 170 hp at 1800 rpm, driving a Federal propeller 46 x 36 four blade attached to a 3" Tobin bronze shaft, through 4.5:1 Allison reduction gear. Both the main and auxiliary generators are Onan and the bilge pump is a Jabsco. The hoist is a Hathaway 113D 11X-58.

Other equipment includes Mile Ray searchlight, North-ill anchor, Wall rope, Ritchie Globe Master compass, and Walter keel cooler.

The *Miracle*, 73-foot with a beam of 20 feet and a draft



Above: "Captain Elbert", 58' Hatteras Trawler equipped with new Morehead City double rig was built for Capt. V. J. O'Neil, Beaufort, N. C. and Key West, Fla., by Morehead City (N. C.) Shipbuilding Corp. The boat is powered with a 170 hp. General Motors Diesel 6-71E and has a Hathaway hoist.



Right: One of the "A" frames of the Morehead City double rig located alongside the waist and a door in nest.

of 8 feet is owned by Edward J. Mulloy of Aransas Pass, Tex. She is powered by a General Motors Diesel 6-110, 210 hp at 1800 rpm which turns a 52 x 38 4-blade Federal propeller through 4.5:1 Allison reduction gear and 3" Tobin bronze shaft. The main generator is a Delco and the auxiliary a 2 kw Lister. Bilge pumps are Jabsco and the winch is a Hathaway model 72823. There is a Mile Ray searchlight, Danforth anchor, and Wall manila rope. Other equipment consists of a Bendix DR-9 depth recorder, Metal Marine automatic pilot, and Apelco AE 190 radio telephone.

tion and June—the best month this year saw a total of 75,680 pounds landed. Total production of the Co-op fleet fishing out of Morgan City for the first six months amounted to 214,580 pounds.

### Mississippi Commission Seeks Equipment for New Biologist

The Mississippi Sea Food Commission met last month to discuss ways of acquiring proper equipment for the commission marine biologist Bruce Strawbridge to work with. Strawbridge has recently been hired by the commission, and it was decided to try to secure some facilities for him at the Gulf Coast Research Laboratory in Ocean Springs.

Before his employment with the Mississippi Commission, Strawbridge worked for the Federal Wildlife Service, the Louisiana Wildlife and Fisheries, and the Florida Sea Food Commission.

Representatives from menhaden fisheries in Jackson County attended the meeting, seeking ways to allow menhaden boats to fish within the two and one-half mile limit in the county.

### Mississippi Yard Launches New Trawler

The trawler *Friend*, a 68-ft. deep sea trawler with a 19-ft. beam was launched recently at Brander's Shipyard, Biloxi, for the Hardee Shrimp Co. of Brownsville, Texas. This was the last of three boats Brander launched in less than two weeks.

### Alabama Allows Day, Night Shrimping

Both day and night shrimping was opened on July 16 in all Alabama waters because of the quantity of large brown shrimp being found in state waters.

Day and night shrimping is to continue in these waters until white shrimp show up. When the white shrimp appear they will be given a chance to grow to legal size.



## NORTH ATLANTIC

### New Bedford Has Big Week Of Swordfish Landings

Approximately 200 swordfish were landed in New Bedford on July 25. Three South Dartmouth brothers, each in command of his own boat were responsible for most of the catch. Frank Avila brought in 75 in the fishing boat *Barracuda*, his brother Edmund S. Avila of the *Sanson Joy* came in with 70 fish and Gilbert Avila owner of the *Jennie M.*, landed 40.

Wholesale prices dipped to a low of 33 cents a pound, the lowest price in 10 years. Retail prices were from between 49 to 79 cents a pound depending on which of the five different cuts of the fish were sold in the retail markets.

Smaller catches landed during the week were purchased by the B & G Fish Co. and Aiello Brothers, Inc., bringing the five-day total for the week to approximately 360 fish.

Top wholesale buyer of swordfish, Ell Vee Dee, Inc. purchased 310 during the week and expected to buy 51 more fish aboard the *Sankaty Head*, Capt. John Avila.

#### "Polaris" Joins New Bedford Fleet

The *Polaris*, formerly engaged in redfishing out of Portland, Me. and Gloucester, has joined the New Bedford scallop fleet. Only two of the local fleet converted to lobstering out of New Bedford this summer. They are the *Connie F.* and the *Shannon*. The scalloper John G. Murley has changed over to dragging.

#### Three New Bedford Men Lost

Three men aboard the *R. W. Griffin, Jr.* lost their lives at sea on July 11 when their craft was rammed and sunk by the British freighter the *S. S. City of Karachi*. The collision occurred 70 miles south of Martha's Vineyard. The skipper and owner Capt. Warren B. Vincent, 54, of Woods Hole and the engineer, Milton B. Taber, 52 of New Bedford the captain's brother-in-law, were lost at sea. The third victim, John Paulsen, 65 of New Bedford, cook aboard the *Griffin*, died of a circulatory collapse.

The *Griffin* was the first boat in the New Bedford area to be converted to lobster fishing in 1956. For four months of the year she fished for lobster and sold her catch at Woods Hole or Portland, Me. The remainder of the year she fished out of New Bedford.

#### "Laura A. II" Rejoins Fleet

The 79-ft. dragger *Laura A. II* is fitting out to rejoin the New Bedford fleet. Better known as the former *Gladys* and *Mary*, she is owned by Christiano Aiello of New Bedford.

Mr. Aiello owns the *Laura A.*, a scalloper, and purchased the *Laura A. II* in February. Hull and deck repairs on the former *Gladys* and *Mary* were made at Norlantic Diesel, Inc., Fairhaven, after she was rammed and sunk by an out-going Texas Tower supply ship last November.

#### Gloucester Boats Have Extra Heavy Landings

Gloucester had several exceptionally big days for fish landings during July and on three days more than 2,000,000 pounds were landed. On the 7th a fleet of 38 vessels landed 2,110,500 pounds; on the 14th 31 boats arrived with 2,340,500 pounds; and on the 28th 27 vessels reported with 2,353,500 pounds.



Rigged for swordfishing at Homers Wharf, New Bedford, Mass. Left to right, "*Jennie M.*", owned by Gilbert Avila; "*Sanson Joy*" owned by Edmund Avila; and "*Rose Jarvis*", owned by Frank Avila. All have 165 hp. General Motors Diesels.

Receipts of one million pounds a day were reported on the 1st when 7 vessels came in with 1,036,000 pounds; on the 21st when 26 vessels arrived with 1,506,000 pounds; on the 24th a fleet of 12 brought in 1,367,500 pounds; and on the 31st 15 boats hauled for 1,176,000 pounds.

#### Cape Vessel Tries Tuna Seining

Capt. Manuel Phillips of Provincetown was planning last month to take his 70-ft. fishing boat *Silver Mink* on a new type of fishing—seining for tuna. The vessel has been outfitted for tuna seining and has been converted into a purse seiner at Flyer's Boatyard.

The project is an experiment in the making, with the *Silver Mink* the first boat in New England to be especially rigged for tuna seining. The conversion into a tuna boat was under the supervision of two San Pedro, Calif. tuna men, who will join the crew for the season.

New booms on the vessel are 10 feet higher; a crow's nest built at Flyer's Boatyard has been added; new rigging installed, extra crew's quarters made for four new men—the crew will be 10—the hold has been insulated and the boat painted, inside and out. The galleys have been taken out and the deck clear for the landing of tuna, which were expected in adjacent waters this month.

Capt. Phillips hopes to make two-day trips, possibly slightly longer, and will land his tuna at Provincetown or Sandwich, whichever is nearer.

#### Researchers Study Vineyard Oyster

The many salt water ponds on Martha's Vineyard may hold the answer to a perennial problem of this country's oyster fisheries industry—the scarcity of seed oysters. The island ponds appear to have the various attributes necessary for seed production.

Adult oysters developed from Martha's Vineyard seed are too stunted to be of much commercial value, the research proved. However, should researchers now studying the island oysters prove they are of a definite dwarf variety, the ponds' channels to the sea could be closed, fresh water introduced and the native oyster colonies destroyed. The area would then be restocked with Long Island Sound oysters which will produce seed oysters of more commercial value.

## Harpwell, Maine Lobstermen Form Cooperative

Six Harpwell, Me. lobster fishermen have been operating a cooperative since last October and are confident it holds the answer to lobstermen's problems. Robert E. Waddle of Great Island is president and manager of the Quahog Bay Lobstermen's Cooperative and he predicts other such operations will spring up soon all along the coast of Maine.

According to Waddle, each member invested \$100 to provide a reserve. The money is used for purchasing bait in bulk 10-ton lots and to invest in such supplies frequently needed by fishermen and boat owners.

Other members of this cooperative are John A. Dyer of Brunswick, treasurer; Earland Tourtolotte, Bowdoinham, vice-president; Chester Tourtolotte, Bowdoinham, Bruce Purinton, Gurnet and Lindall Wallace, Great Island, directors. These six lobstermen have approximately 3,000 lobster traps in the Quahog Bay area, but the cooperative buys lobsters also from non-members.

## Maine to Get Help in Forming Cooperative

Congressman Frank M. Coffin recently reported that he had conferred with Walter Stolting, Acting Chief of the Economics Branch of the Bureau of Commercial Fisheries of the Department of Interior, and that they had gone over Stolting's report of his meeting with Maine lobstermen at their recent annual convention in Rockland. Coffin said that Mr. Stolting was willing to follow up with whatever advice and information the Maine lobstermen need as they move ahead with their Cooperative effort.

Stolting also advised that some of the resources which are or soon will be available to the Maine group are the Fisheries Loan Fund, for purposes of loaning funds for fishing operations, on a matching basis, to the cooperative; the existing technological lab in East Boston; the new lab under construction in Gloucester; the Market News Office in Boston and New York; and continuing advice from his office concerning marketing practices, tax questions, etc.

## Maine Sea Foods Festival Success

The 12th annual Sea Foods Festival at Rockland, Me. began at 4:30 p.m. on August 1 when King Neptune rose from the sea off the Public Landing to open what has turned out to be the state's most outstanding summer attraction.

The three-day affair which ended on August 3 with memorial services, included parades, carnivals, concerts, coronation of the Sea Goddess, dances and meals featuring the Maine lobster. An estimated 50,000 persons attended during the period and consumed literally tons of lobsters.

Working closely with the clubs and individuals from the area were the Maine Publicity Bureau, the Maine Sea & Shore Fisheries Department and the Department of Economic Development. Lobster dealers and fishermen, sometimes at odds on matters of price, banded together to assure the success of the affair.

Sandra Patten of Lincolnville was crowned Maine Sea Goddess by Gov. Muskie in coronation rites held at the Maine Fishermen's Memorial Pier.

## Connecticut Dragger Repowered

The 61' Stonington dragger *New England*, owned by Capt. Alfredo Rebello, was repowered recently with a D342, 150 hp. Caterpillar Diesel, sold by H. O. Penn Machinery Co., Inc.



Lowering a 115 hp Meteor Red Wing engine into a new 33'6" x 10'6" lobster boat at Harbor Supply Oil Co., Portland, Me. Left to right, Capt. Meldeau Whitton of Peaks Island, Me., owner; and crew members Meldeau Whitton, Jr., Robert Goff, Clyde Goff. The engine has Paragon 2:1 gear and swings 19 x 15 Columbian propeller.

## Connecticut Draggers Blessed at Impressive Ceremony

Stonington fishermen staged their third annual Blessing of the Fleet program on July 6, with an estimated 4,000 persons crowded into the Longo Dock area to witness the impressive religious ceremony. Each dragger was blessed by Bishop Flanagan as it passed the flagship for the day.

Winners of prizes for the best decorated boats were the draggers *New England* and *Lisboa*, both owned by Capt. Alfredo Rebello.

The two-day affair opened with a block dance and fireworks on Saturday, and concluded with the solemn ceremonies the following day.

## Rhode Island Boats Get Record Swordfish Catch

On July 23, twelve boats landed 109 swordfish averaging 200 pounds each at the Point Judith Fishermen's Cooperative at Galilee, to set a new record. Another record was set at the Cooperative when in three days nearly 300 swordfish were purchased.

The dragger *Theresa*, Capt. Harold Lawry, Jr. topped the list of boats with 50 broadbills which weighed a total of 10,800 pounds.

During a three-day period in June 500,000 pounds of edible fish were landed at the co-op, boxed and iced, and shipped to big city markets. Commercial fishermen and charter boats have had an unusually successful year swordfishing.

## New Jersey Bans Clamming Over Wide Area

In a far-reaching order, the New Jersey State Department of Health closed the heart of Cape May County's waters by prohibiting the taking of shellfish in Ingram and Graven thoroughfares, and South channel near Avalon and Great channel, adjoining Stone Harbor.

The order which went into effect July 1, affects the clamming industry for an undisclosed number of commercial clammers whose livelihood to some extent depends on the taking of shellfish from the waters now closed.

The ban does not apply to crabs and only affects shellfish such as oysters, clams, mussels and other similar types of marine life.

## Long Island Oyster Beds Seen by Fisheries Officials

Assistant Secretary of the Interior Ross Leffler and Arnie J. Suomela, Commissioner of Fish and Wildlife, last month began a two-day inspection tour of oyster beds on Long Island Sound to obtain first-hand information on starfish depredations which are threatening the oyster industry.

Under the guidance of J. Richards Nelson of Madison, Conn., the men went on the hydraulic dredge *Frank M. Flower* to see a demonstration of starfish control and some of the results of their depredations in Oyster Bay. They also went aboard the *Shang Wheeler* for a short trip to view oyster cultivation activities in Long Island Sound in the Milford area.

Less than a week after the fisheries officials' visit, the Department of the Interior announced that it would spend \$300,000 within the next year to bolster the Long Island Sound oyster industry.

The money will be used to reseed the ruined oyster beds and to study methods of battling the predatory starfish. This program is independent of the \$1,000,000 anti-starfish program proposed earlier which requires congressional approval.

The program will be primarily concerned with importing young oysters into Long Island Sound beds. These will be marked and observed throughout the year to determine if this is an economically feasible method of fattening the oyster beds.

A plan to exclude starfish, which generally crawl along the bottom, from the oyster beds by the use of some form of barrier wall will also be studied.

### Greenport Boat Has Record Catch

The fishing boat *Nora*, Capt. Ludwig Fiedler of Greenport, docked with a record catch of fish on July 23—a 600-pound tuna and eight swordfish weighing from 150 to 400 pounds. The nine fish were harpooned in the ocean off Martha's Vineyard. After the huge tuna fish was harpooned there was a terrific battle lasting over two hours before the big fish could be hoisted aboard the fishing boat.

### New York Fishery Council Holds Election

At a meeting last month Julius Samuels of Blue Ribbon Fish Co., Paul Wood of Wood's Shellfish and Joseph Cantalupo of Cantalupo Carting Co. were chosen to succeed themselves as president, vice-president and secretary respectively of the Fishery Council. Chester Rabinowitz of Union Fisheries, Inc. was chosen treasurer, succeeding the late Sol Broome.

Mike Liebl of Eastern Commission Co. was appointed chairman of a strong Membership Committee which will work to get Fulton Market more solidly behind the progressive aims of the Market's public relations group. His committee includes Paul Wood, Charles Strang of Ackery & Sandiford, Lou Beyer of Beyer Fish Co., Chester Rabinowitz and Bill Bruce of William F. Bruce Co.

### New Association Formed For Relocation of Fulton Market

Fulton Fish Market Associates, Inc. has been organized to work with City, State and Federal governmental agencies on the problems both physical and financial connected with the impending relocation of New York's Fish Market.

President and Chairman of the new group is Michael Liebl who will be assisted by five vice-presidents representing the different sections of the Market. They are Julius Samuels, Chester Rabinowitz, Lou Beyer, William F. Bruce and Howard Greason. Treasurer is John J. Byrne of Manhattan Refrigeration Co. and secretary is William C. Johnston.

## SOUTH ATLANTIC



The fishing boat "Florence F", owned by the Garland F. Fulcher Seafood Co., Oriental, N. C., is equipped with a General Motors 6-110 engine with 4.5:1 reduction gear. She has a Hathaway winch.

## Florida Group To Start Oyster Cultivation Project

A group of young Florida West Coast men are undertaking an oyster cultivation project in the brackish waters of Crystal River. They have been in the business for three years and expect to get from \$7 to \$8 a gallon for their harvest. D. C. Crawford, instructor of the project said that acre for acre, oysters are one of the most valuable crops that can be cultivated.

Florida has hopes of building up this industry, and is doing considerable research on methods of cultivation. A suitable site for the business calls for "not too salty and not too fresh" water, a hard sand bottom, and tide water about 15 to 20 feet deep. An oyster bed can be built up on this land by dumping in old oyster shells or debris—giving young oysters something to cling on while they grow. Most of the oyster beds in Florida are public beds available for leasing at 50 cents a year per acre.

Dr. C. M. Ingle, a State biologist reports that the future of the Florida oyster industry is believed to be in the ownership and cultivation of private oyster leases. Under this system, a controlled product can be produced and many of the irregularities that now plague the industry would be eliminated.

The industry now earns about \$2 million annually, but with proper conservation practices, this could be doubled within the next few years, according to Crawford.

### Florida Fishery Research Program

Expanding research in Florida's fishing industry is being carried on and the following are some of the studies being made: 1. Increased yields and improved management procedures in shrimping. 2. Expansion of commercial fisheries for scallops and clams. 3. Development of low cost synthetic crab bait. 4. Ways and means to prevent rancidity and loss of color in frozen fish. These research projects are being carried out at the Marine Laboratory, University of Miami.

One important function of the research is to detect fish production fluctuations, the reasons for them and to attempt to predict them for benefit of the industry.

Another function is to determine management procedures which will enable the fish supply to be fully ex-



exploited and yet leave enough spawners each year to maintain future fish stocks.

A great deal of research effort is being devoted to studying the various aspects of the life history of the shrimp, which affect the yield of the commercial fishery.

## Florida Boatyard Launches Two New Shrimp Trawlers

Two more new shrimp trawlers have been completed by General Marine Boatyard, Inc., Fort Myers Beach, Fla. The 71' *Saint Cecilia*, owned by Don Kiesel, is fishing for Beach Shrimp Co., Aransas Pass, Tex. She is skippered by Capt. Murdock Pitts, formerly of Montauk, N. Y.

The new *Saint Cecilia* replaces a boat of the same name which sank five years ago. She carries 6000 gallons of fuel, and is powered by a D342, turbo-charged, 200 hp. Caterpillar Diesel with 3:1 Twin Disc reduction gear and 52 x 35 Columbian propeller.

Launched late in July by General Marine is the 58' shrimp *Dolphin*, built for Capt. Felix Birch of Fort Myers. She has a D342, 150 hp. Caterpillar Diesel with 3:1 Snow-Nabstedt reduction gear and 50 x 34 Columbian propeller. Birch also owns the 67' trawler *Bellatrix*, and formerly lived at Larchmont, N. Y.

## Virginia Menhaden Fleet Having Excellent Season

Menhaden furnished the big seafood news in Virginia for July. Since the beginning of the month, once the water warmed up, the 27 menhaden ships which comprise the Virginia fleet came in with good catches every day. Some days, they were loaded to capacity with a cargo of around half a million fish. The ships of Standard Products Co. and the McNeal Edwards Co. of Northern Neck and three independent boats make up the fleet.

Virginia furnishes approximately fifty percent of all the menhaden personnel both on the Atlantic coast and that of the Gulf of Mexico. Those Virginians working in northern waters report a different story from those who fish in Virginia. The waters in the north have not warmed up, the fish stay off shore, and there has been a great deal of wind which prevented fishing.

Virginia has the great advantage of being protected from storms by the lay of the land. When it is blowing and stormy on one side of the bay, boats can travel a few miles and reach protected, calmer waters. Thus, no time is lost from the precious months when menhaden are running strong.

This season, the fish have come so close to shore that sometimes the ships could not follow them. An unusual activity of the menhaden fleet has occurred in the York River as a result of the fish staying near the shore.

## Plan Bi-State Authority for Potomac

On July 16, a joint study group meeting in Williamsburg mapped out tentative plans for creating a bi-state authority to control and enforce fishing regulations on the Potomac river and possibly in the upper Chesapeake Bay area. These recommendations will likely be sent to their respective governors and legislatures according to the Virginia-Maryland Potomac River Commission.

The Commission announced that it would invite retired Supreme Court Justice Stanley Reed to attend their next scheduled meeting to be held in Washington sometime next month. A joint study group was formed at the suggestion of Reed.

Joint hearings on the seafood industry in the Potomac were held by the commissions appointed by the Governors of Maryland and Virginia on July 12—one at 10 a.m. at La Plata, Md. and one at 2.30 p.m. the same afternoon at Warsaw, Virginia.

Invitations were issued to members of the General Assemblies and other interested officials and the general public was invited to express their views.



A. F. Amory & Son, Inc., Phoebus, Va., use the 98' fishing boat "Mocking Bird" for trawling. She is powered with a 260 hp. Cooper-Bessemer engine that turns a 60 x 42 Columbian propeller. She uses Socony-Mobil lubricating oil and is equipped with Columbian cordage, Danforth anchor, Raytheon Fathometer, RCA radiotelephone, Bendix radar, Roebbing wire rope, Linen Thread nets and a New England winch. Her captain is Wilbur Gibbs.

## Study Aberdeen Creek Improvement

Engineers of the Norfolk, Va. district U. S. Army Corps of Engineers, are currently analyzing and evaluating data collected on the proposed harbor improvement project at Aberdeen Creek, Gloucester County, preparatory to submitting their report and recommendations to higher authorities.

Oyster boats in Aberdeen Creek are hemmed in by the mud flats when the tide goes down. The channel of the creek has continued to fill in through the years until boats of any size are unable to move in and out of the area at low tide.

Area interests have stressed the urgent need for the project and say it would be a great asset to the seafood industry. Watermen say it is a convenient boat-to-truck transfer point for seafood providing the channel is dredged to a reasonable depth. Several firms have indicated that they will concentrate their seafood business on the creek if the project is carried out.

## Crabs Returning to Virginia Waters

After a long absence, crabs have been coming back to Virginia waters in greater numbers. Charles Haywood who operates a crab wharf and weighing station on Davis Creek reports that some of the crabbers are doing very well. The price, after soaring to 13 cents during the Winter scarcity, has dropped to four cents.

Crabmeat in the Hampton Roads area for June amounted to 234,900 pounds as compared to 250,100 pounds in June of 1957. Production on the Eastern Shore and lower Northern Neck was almost the same as it was in June of 1957.

## South Carolina Studying

### Possibility of Seafood Farms

"Seafood farms" producing fish and shrimp faster and cheaper than trawlers can catch them may someday replace the South Carolina Lowcountry's vast and idle areas of salt marsh.

According to G. Robert Lunz, director of the S. C. Wildlife Resources Laboratory at Bears Bluff, the money required to purchase and fit out a seagoing trawler would set up a salt pond shrimp farm yielding up to 150,000 pounds of shrimp and fish annually.

While salt ponds are still in the experimental stage, several people have asked for information on building such ponds for breeding and producing shrimp. The salt pond is startling in its simplicity. Confined within dikes equipped with floodgates, the pond appears almost identical to the old Lowcountry rice field.

Interest in Lunz's salt ponds has spread all over the

world, including Egypt, Thailand, South Africa, the Virgin Islands, Hawaii and a dozen South Atlantic and Gulf states. Lunz estimates that dikes enclosing a satisfactory salt pond could be constructed for as little as \$250 an acre.

Five stocked ponds have been constructed near We Creek off the Wadmalaw River where Bears Bluff Laboratories are located. The ponds vary from a tenth of an acre to a full acre in size.

Three ponds are located at levels where their water content can be regulated with tide-operated floodgates. Two others were built above the tide level and are supplied by pumps.

Experiments ranged from 56 to 283 days with the shorter periods producing more large shrimp. The greatest yield has been 134 pounds from one acre in 100 days, mid-July to mid-October. Mesh wire is used on the pond intake to screen out predatory croaker, drum, spot and winter trout. Best experimental yields result from stocking young white shrimp from July to November.

## Maryland Watermen Seek New Crab Pot Marker Rule

Several Kent County watermen have proposed a change in the State regulation which requires that each crab pot have a buoy marker attached. The commercial crabbers recently asked for a regulation change to permit fishing of up to 25 pots on a line with only two or three buoys to mark the whole string.

Present conservation regulations permit crabbers one annual \$10 license which permits them to fish up to 50 crab pots. The pots are cube-shaped devices, not larger than 24 inches on a side with openings inward for the entrance of crabs. About 800 pot licenses were issued last season.

Speaking in favor of the new proposal were Robert Edler, Walter Fithian, Charles B. Kerr and Edward Newcomb all of Rock Hall. Those present from Anne Arundel County were Stanley Tucker of Severn; R. E. Gardner of Edgewater; H. W. Tucker of Annapolis; Marvin Dawson, Jr. of Mayo, and Dewey Brown of Shadyside.

## Discuss Conservation and Pollution

The director of the Maryland State Department of Research and Education, Dr. L. Eugene Cronin, recently warned that Maryland must resolve the conflicting demands of seafood conservation and water pollution. Dr. Cronin said the state's seafood industry is worth as much as 12 million dollars a year, but that recreation demands are rising, 750 industries are discharging waste into state waters, and other commercial uses are on the increase.

Proposals have been made to abolish the Water Pollution Control Commission and merge its functions into those of the Health Department. The General Assembly has twice rejected the plan since the pollution control commission was formed 11 years ago.

Cronin suggested that both groups should be strengthened, but added that he didn't care if the ultimate solution to the problem required as many as three agencies.

## Watermen's Association Elects Officers

The Maryland Watermen's Association at its 13th annual dinner meeting at Rock Hall on July 24, elected Herman Woodfield of Galesville to the presidency for the coming year to succeed Irving Crouch of Rock Hall. Mr. Crouch was elected vice-president. Other officers named were: George Owings of Owings, executive secretary; Richard Damer, Charlestown, financial secretary.

George B. Rasin, Jr., Kent's Senator, emphasized the importance of increased membership to strengthen the influence of the association and stated that the people of Kent County could not help but know the economic importance of the commercial watermen to this county.

Also present at the dinner were Edward Hollis of the Tidewater Fisheries Commission and Harry Hensel, in charge of education and research of the Solomon's Island Laboratory. Both of these men stated that the cooperation on the part of the commercial watermen had contributed very much toward the accomplishments at the laboratory.

## Maryland Clam Production Improves

Soft-shell clam production, a relatively new industry in Maryland is reported to have totaled 223,850 bushels, an increase of about 45,000 bushels over the previous year.

Oyster production dipped slightly when compared to last year's figures—2,297,980 bushels in the fiscal year ending June 30, a drop of 19,340 bushels from the previous year.

Maintaining its usual rate of shell and seed planting this summer, the state is said to have scattered about 1,500,000 bushels of shells and more than 100,000 bushels of seed oysters on the public beds. In addition, the department is said to have augmented the shell planting with about 25,000 tons of slag to see how oysters will set on the hard cinder-like material.

## North Carolina Finfish Show

### Big Increase in Production

Production of clams, hard crabs, scallops, finfish and menhaden for the first six months of 1958 exceeded production for the same period of 1957.

Largest gain was seen in the production of finfish which showed an increase of approximately 4,428,000 pounds. The largest catch in species was alewives or herring—14,914,000 being reported; the next largest take was croakers—4,500,000 pounds. Also reported was 1,889,000 pounds of grey trout or weak fish.

Late in July shrimp catches took an upward spurt and 15 boats operating in Back Bay on two nights caught between 7,000 and 8,000 pounds. Back Bay is located in the vicinity of Cedar Island and Hog Island.

## Fisheries Commission Gets Report

The oyster report from the North Carolina Fisheries Association was presented last month to the advisory board of the State Commercial Fisheries Commission. The advisory board is to consider the report and present its findings to the commercial fisheries committee at the Conservation and Development board meeting at Asheville in October.

The no-Saturday shrimping regulation will not be changed and persons cannot shrimp after 8 a.m. Saturdays. Also rejected was a request to permit use of gill nets in Albemarle Sound west of the Norfolk Southern railroad bridge, for the taking of rockfish and shad. Approved was a proposal to prohibit the use of power-propelled oyster dredges in New River, Onslow County.

The committee told Florida's shrimpers that they can buy North Carolina licenses to shrimp in North Carolina waters under a reciprocal agreement between the two states but that they must not have a count of more than 70 shrimp to the pound. There is no restriction on the pound count in Florida waters.

## Georgia Shrimpers

### Having Good Season

According to David Gould, supervisor of the Georgia Game and Fish Commission's coastal division, more than 200 shrimp boat operators have bought licenses to operate during 1958-1959.

Despite the severe winter, the expected decline in shrimp along the coast has not yet materialized. The winter had adverse effects on white shrimp, but it did not bother the brown shrimp which is being caught at the present time.

# PORTLAND LOOKS AHEAD

## Maine's Leading Fishing and Outfitting Port

**W**ITH increasing catches, better prices and enlarged, more efficient processing facilities, Portland, Maine looks ahead to growing importance as a fishing and outfitting center.

For the year 1957, landings of fish and shellfish at Portland totaled 88 million pounds, nearly one-third of Maine's entire catch. Ocean perch or redfish is the number one specie in Portland's landings, accounting for 37 million lbs. last year. Next in importance came herring with 25 million lbs., followed by 10 million lbs. of whiting, 4 million lbs. of lobsters, 3 million pollock, 2.5 million haddock, 1.4 million cod and 2 million lbs. of fish utilized for reduction purposes.

Whiting production has come ahead fast this year, with an all-time record catch up to the end of July of 13.2 million lbs., compared to 9.5 million to the same date last year. The redfish catch is showing a steady growth.

Pollock is said to be gaining rapidly in popularity, and one dealer reports a 400 percent sales increase in three years. Pollock is sold in fresh filleted form in New England and frozen for points beyond.

The gill netters are having a successful year. They made exceptionally good catches of cod in the February-July season, with one boat landing 100,000 lbs. of cod in the month of May, including a record one-day haul of 7,100 pounds.

Herring have been abundant in Casco Bay this year, but a preponderance of large fish in the last month has limited the amount that could be utilized by the sardine factories. As a result, the pack is behind last year, but an anticipated large run of smaller fish in September may offset the deficiency.



Unloading whiting from the dragger "Mary Helen", owned by Capt. Paul York, of Portland, Maine.

Because of an exceptionally late shedding season, the lobster catch has been smaller than usual, but the shortage is likely to be made up before the end of the year.

According to a leading spokesman for the fish business, trucks have done more to revolutionize the industry than any other single factor. They have brought fish buyers in Portland, for example, to within overnight reach of any fishing port in the State. Fishermen, who formerly had to go to packing houses in larger ports or run their boats into Portland, can now unload at practically any point and ship their catches by refrigerated truck. This type of operation has resulted in a greatly increased volume of fish business being handled by packers and dealers in Portland, and it is production that does not show in the port's catch statistics.

The Portland fishing industry has an excellent asso-



Lobster boats between Merchant's and Brown's Wharves at Portland, Maine.



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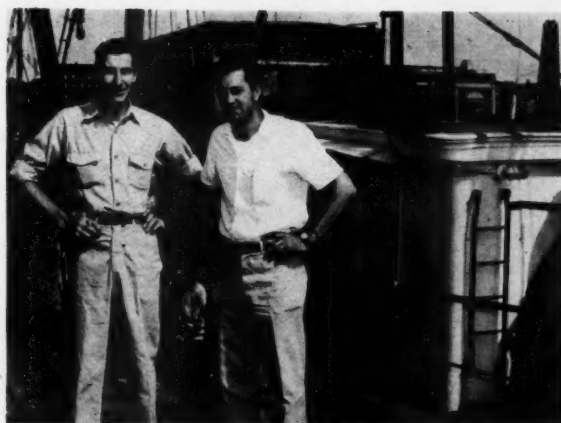
**PORTLAND, MAINE**

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Left: David Bergson, vice president and general manager, Maine Fisheries Corp., Portland, Me.

Right: Walter H. Lippincott, general manager; and George Hutchins, plant manager; Fulham Brothers, Inc. of Maine, with trawler "Winthrop" at firm's wharf.



ciation working for its interests, known as Associated Fisheries of Maine. This group is unique in that it represents all factors connected with the fishing industry, including boat owners, fish dealers and processors, ship chandlers, cold storage and ice plants, banks, insurance companies, etc. Capt. Harold Paulson, vessel manager, is president of the organization; David Bergson, Maine Fisheries Corp., is first vice-president; Roderick B. Littlefield, Willard-Dagget Fish Co., is second vice-president; Capt. Arthur Pedersen is treasurer and attorney Benjamin Thompson is secretary.

In operation for three years, the association has stimulated unusually good cooperation among all phases of waterfront activity, and its meetings have provided a forum for exchanging new ideas that help to promote the welfare of the industry.

While membership in the Association thus far has been confined largely to firms in the Portland area, it is hoped that its activities will be extended on a state-wide basis with representation along the entire coast.

### Vocational Training Program

One of the current projects of the Association that has sparked considerable enthusiasm is its vocational training program, which gets underway next month. Designed to attract new young men to the fisheries, the program will develop competent boat crew members and processing plant personnel. It will encourage these men to make a career in the industry, and give them the knowledge and practical experience they need to qualify for responsible positions.

Portland's training program is being conducted under provisions of the recently enacted Federal fisheries education program in cooperation with the Maine Department of Education. Trainees will be provided opportunities for work in all phases of the industry for one year. They will spend nine months in processing plants, rotating from one employer to another if desired, and three months on board fishing boats. Remuneration at \$1.00 per hour in plants and \$50.00 per trip on boats will be provided.

Attendance at two hour evening classes of instruction twice a week will be required. Classroom instruction will cover the following courses: net and twine, vessels, engines, electronics, navigation, fish processing and marine insurance. William H. Payne, Jr. is chairman of the vocational training program, for which several industry officials have volunteered their services as instructors, and numerous fisheries firms have agreed to participate in providing employment for the trainees.

The Portland area encompasses the entire western portion of Casco Bay which includes Peaks, Chebeague, Long and Cliff Islands, in addition to Cape Elizabeth and South Portland on the mainland. The majority of fishing boats in this section bring their catches to Portland and do most of their outfitting there.

Approximately 35 draggers and trawlers land their catches at Portland. There are 5 gill netters and 6 sar-

dine carriers in operation. The number of seiners in Casco Bay is 20, and it is estimated that the area has 200 lobster boats, one half of which unload their catches at Portland.

While there is no public fish auction in Portland, captains of fishing boats usually get bids on their catches from individual fish dealers.

The redfish business got underway in Portland in 1935 and Mid-Central Fish Co. of Maine was the first firm to process redfish.

Redfish landings expanded from 70,000 lbs. in 1935 to 20 million pounds in 1946, providing a major stimulus to the port's activity.

Capt. Harold Paulson built the 75 ft. *Dorothy & Ethel II* in 1940 specifically for redfishing, and she was one of the largest boats in this fishery at the time. Today most redfish vessels are of 75 to 110 feet in length, and fish on the eastern Nova Scotia and Gulf of St. Lawrence grounds, with occasional trips being made to the Grand Banks.

The whiting boats at Portland produce top quality fish because of the quick trips which they make. They generally go out at 2 o'clock in the morning and return at 2 o'clock the following afternoon.

The whiting season starts around the middle of May

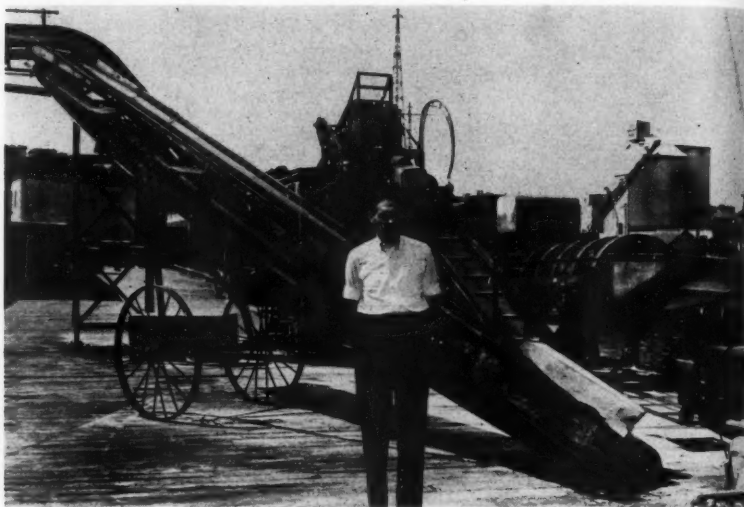


Portland, Me. seiners: "EDK", owned by Capt. Wm. Miller and Marshall Madsen, powered with 115 hp. Red Wing engine; "Alice M.", owned by Capt. James Ross and Sons, equipped with 6-71 General Motors Diesel, Columbian rope, Ederer seine, Spongex floats; foreground, 18' lobster skiff with 35 hp. Johnson outboard, owned by Roger Rich, Long Island, Me.

# PACING THE PROGRESS of the PORTLAND FISHING INDUSTRY

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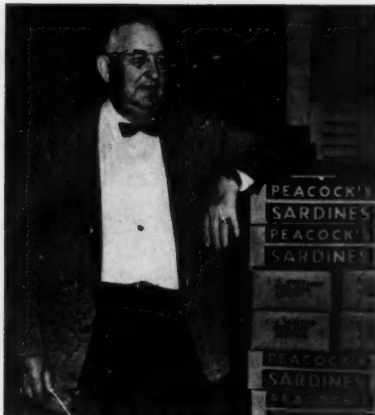
**HOLYOKE WHARF, PORTLAND, MAINE**

**Irving Usen, President**

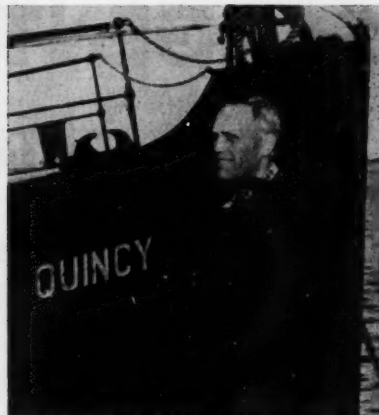




Bernard J. Lewis, left, vice president; David N. Lewis, general manager; Mid-Central Fish Co., Portland.



John D. Toft, vice-president and general manager, R. J. Peacock Canning Co., Portland, sardine factory.



Capt. Harold Paulson, port captain for five Portland trawlers, is president of Associated Fisheries of Maine.

and runs to the middle of August, after which the whiting boats change over to groundfishing for the Fall. From January 1 to March 1 many of the boats tie-up during bad weather, resuming operations in time for the Spring run of haddock. Most of the boats in this type of fishing are 35 to 50 ft. in length.

While the basic method of lobster fishing has remained the same through the years, there have been continual improvements in the lobster boats and their equipment. Although many skiffs still are used for lobstering, many boats now being added to the fleet range from 30-35 ft. in length, whereas years ago a 25 ft. boat was considered large size. With larger and faster boats there has been a trend to higher horsepower engines, and the use of depth recorders and radio telephones has become commonplace. Nylon heading twine has replaced sisal and manila, and much of the rope is now of nylon. Trap haulers have replaced hand hauling and fishermen now operate an average of 300 traps as compared to 50 in the early days of lobstering.

Among the fleet owners in Portland is the Harris Co., which has 7 vessels: *Vandal*, Capt. John Libro; *Andarte*, Capt. Reuben Doughty; *Theresa R.*, Capt. Jens Buhelt; *Vagabond*, Capt. Robert Estes; *Onward III*, Capt. Louis Alexander; *Maurice Davis*, Capt. Roy Curtis; and *Alice M. Doughty II*, Capt. Manuel Silva.

Capt. Harold Paulson is managing agent and port captain for a fleet of five trawlers: *Dorchester*, Capt. Dwight Jordan; *Quincy*, James Farrell; *Winthrop*, Capt. Wilber Olsen; *Gulf Stream*, Capt. Richard Paulson, son of Harold; and the *Silver Bay*, which is presently chartered by the Fish & Wildlife Service for research work in the Gulf of Mexico.

Gill netters operating out of Portland are the *Three Brothers*, owned by Capt. Joe Iaconeta; *Anna C.*, Capt. Harry Christenson; *Jack & Andy*, Capt. Wilho H. Tiensivu; *Maurice G. Davis*, Capt. Roy Curtis; and *Hirtshals*, owned by Capt. Ole Mikkelsen in partnership with Ejnar Haugaard.

There are 5 Virginia draggers fishing out of Portland this Summer: *Bobby & Jack*, *Resolute*, *Sea Hawk*, *Lawson* and *Voyager*.

One of the pioneer dragger operators of Portland was Capt. Otis Thompson, who retired three years ago. He owned the *Elinor & Jean*, which is now operated by his son, Capt. Lewis Thompson.

The first gill netter in Portland was Knut Paulson, father of Capt. Harold Paulson. He originally gill netted out of Manistique, Mich., coming to Gloucester in 1914 and to Portland in 1915, when Harold started fishing.

Among the veterans in the lobster business are Capt. Evans Doughty of Cape Elizabeth, Capt. Milton Doughty and Capt. Zoeth Rich of Long Island.

The Bureau of Commercial Fisheries, Fish and Wildlife Service, operates an office at Portland, with William J. Murphy as fishery marketing specialist, and Alfred

Thibodeau as fisheries aide in the division of biology.

### Catch Handled by Many Concerns

The history of the Portland fishing industry is largely reflected through the history of its waterfront businesses, many of which had their beginnings several decades ago.

One of the oldest fish companies in New England is Willard-Daggett Fish Co., Inc., Central Wharf, Portland, whose origin goes back to the early part of the century. W. L. Daggett Co., which was established in 1906, merged with another old company, F. S. Willard Co., to form Willard-Daggett Co. in 1918. In 1939 the fish and lobster activities of the concern were separated with Willard-Daggett Lobster Co., headed by John E. Willard, Jr., taking over the lobster business, while Willard-Daggett Fish Co., Inc. was formed to carry on the fish operations.

Roderick B. Littlefield, who has been with the fish company for 20 years, is president, and Albert Johnson is vice-president. Willard-Daggett Fish Co. specializes in groundfish, producing fresh and frozen fillets under Silver Bay brand, and has interests in fishing boats. It is said to be the only company still producing smoked fish with hardwood sawdust. Smoked varieties include cod, haddock, hake, pollock and cusk. They also produce the original finnan haddie which is made from smoked split haddock with the bone left in. Willard-Daggett was one of the pioneer packers of fillets and Maine style fish sticks.

The Portland Fish Co., Inc. has increased its whiting production 35% over last year, with the installation of two new machines for cutting, splitting and cleaning, made by General Fish Scaling Machinery Co. Whiting



Two Virginia draggers fishing out of Portland, Me., at Maine Fisheries Corp. dock: the "Lawson", owned by Capt. J. J. Lawson of Hampton; and "Sea Hawk", owned by Capt. J. Frank Topping, Newport News.

# SARGENT, LORD & CO.

## Marks its 80th Anniversary

IN continuous operation since 1878, Sargent, Lord & Co. is one of the largest and oldest marine supply houses. We have grown with the fishing industry, and have kept pace with its requirements.

With a progressive organization and modern facilities, we have constantly expanded our lines and services. Our 25,000 feet of floor space enables us to carry ample stocks of marine supplies, fishing gear, boat equipment and galley provisions.

The marking of Sargent-Lord's 80th Anniversary is due in no small part to the loyalty of their many customers. Fishermen have learned to rely on Sargent-Lord as headquarters for quality marine products.

Under the leadership of Ralph A. MacLean, president, Sargent, Lord & Co. stands ready to give prompt, efficient service to the fishing industry.



RALPH A. MacLEAN, President, Sargent, Lord & Co.



Sargent-Lord Wharf and Store with Tanker and Harbor Delivery Boat

A few of our many well-known lines  
PETTIT Marine Paints  
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Nylon Heading Twines  
ROEBLING Wire Rope  
SAWYER'S Fishermen's Clothing  
BURNHAM Lines—PFLEUGER Hooks  
MICHIGAN Propellers—AC Spark Plugs  
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# SARGENT, LORD & CO.

42 Portland Pier

PORTLAND, MAINE

Telephone SPruce 2-6537

SERVING THE FISHING INDUSTRY SINCE 1878



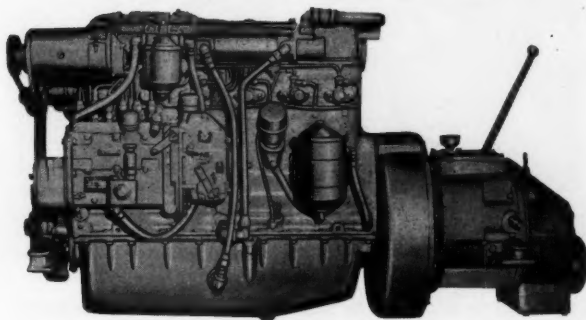
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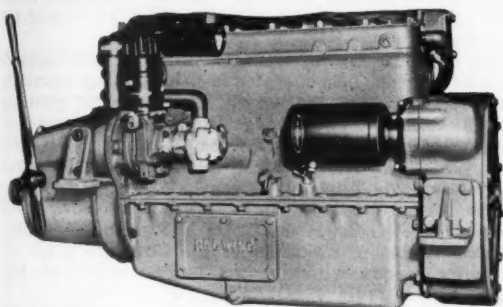
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Light-weight Model 6DAMR-273 Allis-Chalmers Marine Diesel.  
6-cylinder, 85 shaft hp., 2800 rpm. Weight 1000 lbs.

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OF ANY SIZE BOAT:**

**RED WING**



Red Wing Meteor 115 Gasoline Engine, 6-cylinder, 4-cycle,  
115 hp., 3400 rpm., 237 cu. in.

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**Diesel Models 45 to 516 H.P.**

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## HARBOR SUPPLY OIL COMPANY, INC.

**42 Portland Pier**

**PORTLAND, MAINE**

**Tel. SPruce 2-6537**





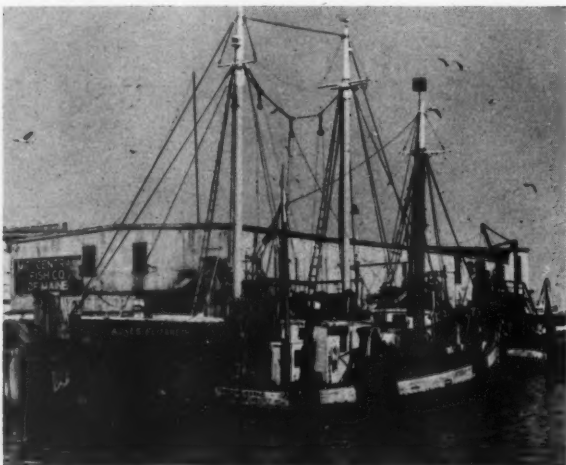
Left to right, Jack O'Reilly, shore engineer for the Harris Co. fleet, Portland, Me.; Frank Mello and "Susie" Werner, crew members of the dragger "Vandal"; and Bernard Harris, manager of The Harris Co. fleet.

is packed in 1½ lb., 5 lb. and 10 lb. packages. The concern has doubled its redfish capacity with the installation of a new fish conveyor line and the enlargement of its cutting table to handle 32 cutters. A new plate freezer has been added for freezing fillets.

The company was established in 1922 by the late George Ratcliffe and Arthur A. Black. In more recent years the concern was operated by a group headed by Capt. A. J. Pedersen which sold to present owners in December 1956. Officials of Portland Fish Co. now are Paul Friberg, president, formerly of Acme Salt Fish Co.; Arne Petersen, vice-president, formerly of New York and Denmark; Hartley A. Davis, treasurer, who has been with the Company for 20 years; and Robert Jurgenson, vice-president, formerly with Quincy Market Cold Storage Co. Two associated concerns are Portland Whiting, Inc., which produces whiting and ocean perch; and Baltic Export-Import Corp. which handles international business.

Mid-Central Fish Co. of Maine has stepped up its whiting production facilities, enabling it to handle 140,000 lbs. of fish in a 12-hour day. The plant has specialized in cutting and packing whiting this Summer, but will resume groundfish and redfish operations this Fall. At the height of the season 90 people are employed, producing machine-cut whiting for the 5 and 10 lb. institutional packs and hand-cut fish for 1½ and 3 lb. consumer pack. The 3 lb. package is new this year.

George I. Lewis has operated Mid-Central Fish Co. for the past six years and is president and treasurer of the



The draggers "Agnes-Elizabeth", owned by Frank L. Sample, Jr. of Boothbay Harbor, and "Lawrence Scola", owned by Lawrence Scola of Portland, at Mid-Central Fish Co. of Maine, Portland.

firm. His two sons, Leonard J. Lewis and David N. Lewis, are vice-president—sales, and general manager—production, respectively.

The firm operates the Boothbay Harbor Freezer and Storage Co. as a wholly owned subsidiary, with Earl Dunton as general manager. This plant specializes in panned whiting in 30 lb. blocks which is shipped to the mid-west for breeding, and in addition produces consumer pack whiting and mink food. The two plants can produce 6,000,000 lbs. of processed whiting annually.

Lewis also owns Cumberland Cold Storage Co., which he took over 12 years ago. The plant can freeze ¼ million lbs. of fish per day and is equipped with cabinet freezers, blast freeze tunnel and coil-type blast freezers. In May of this year, Lewis acquired the Central Wharf Cold Storage, which has a storage capacity of 2½ million pounds and can freeze 150,000 lbs. in 24 hrs.

One of the largest buyers of fish at Portland is Maine Fisheries Corp., located on Holyoke Wharf. Irvin Usen is president of the concern which was established in May 1950, while David E. Bergson is vice-president and general manager. Maine Fisheries specializes in packing ocean perch and whiting, but also handles groundfish. All of the production is frozen, mostly in one-pound packages. Employing 85 workers, the plant has a capacity for handling 25,000,000 lbs. of fish from the boats annually. Boats are unloaded with a modern conveyor system which carries the fish from the caplog to the penroom and cutting tables.

E. C. Palmer, Inc. conducts a lobster and fish business at the former N. F. Trefethen Co. plant whose history dates back 45 years. E. C. Palmer, president and treasurer, who has been in the fish business 34 years, purchased the Trefethen Co. 11 years ago, prior to which he was manager of the former Maine Seafoods, Inc. George Curran is vice-president and Leon Spear, Jr., is assistant treasurer of the Palmer concern. Palmer contracts with a smack operator for buying lobsters from fishermen on the islands.

Fulham Brothers, Inc. of Maine, a subsidiary of Fulham Brothers of Boston, has operated a fish packing plant in Portland for 8 years. Walter H. Lippincott is general manager at Portland, and George Hutchins is manager of the packing plant, which is being renovated for increased redfish production. The Company plans on resuming the packing of whiting fillets next year. The output of the Company is marketed in quick frozen consumer and institutional size packages under the 4-Fisherman Brand. Capt. Oscar Gislason is skipper of the Company's 147 ft. steel trawler *Medan* which is the largest vessel in the Portland fleet.

Murland G. Ward is president of Ward's Sea Foods, Inc. which has been on Portland Pier for 13 years. Ward has been in the fish business for 28 years, and handles fresh round and filleted groundfish. Another dealer in fresh groundfish is Eastern Fish Co. which was established this year by George Kern as a successor to Boston Fish Co. which Kern took over in 1954.

The first sardines were packed at Portland in 1916 by E. W. Brown and Bert Brawn, and there are now three sardine factories in operation.

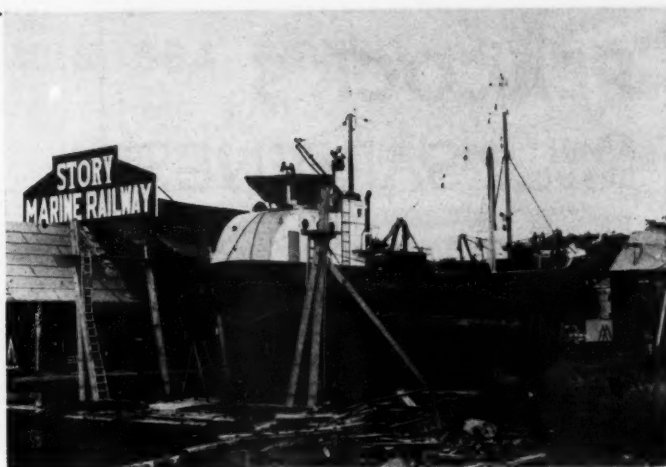
John D. Toft is vice-president and general manager of the R. J. Peacock Canning Co. sardine plant, which employs 325. He supervised the construction of the factory when it was built 30 years ago. Peacock operates three sardine carriers at Portland: *Conqueror*, Capt. Monty McNeil, *Sylvina W. Beal*, Capt. Pete Stevens; *Sewanhaka*, Capt. Preston Alley. This year the Company is producing a new process 15 oz. oval pack in tomato sauce, which was designed to accommodate larger fish than can be used in the conventional sardine can. Headquarters of the Company is in Lubec, Me., with Carroll B. Peacock as president and Milroy Warren, treasurer.

Trident Packing Co. employs 175 to 200 people in its sardine factory, and operates the carrier *Trident* of which Capt. Eben Doughty is skipper. James W. McDonald is manager of the factory, which is affiliated with Holmes Packing Corp.

Seaboard Packing Co. operates a sardine cannery at

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Every Service Available  
Prompt, Friendly Attention



## THREE MARINE RAILWAYS

Machine Shop — Carpenter Shop — Pipe Shop  
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SOUTH PORTLAND, MAINE

# Portland Fish Company, Inc.

PORTLAND WHITING, INC.

BALTIC EXPORT-IMPORT CORPORATION

Custom House Wharf

Portland, Maine

Phone SPruce 2-8331



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Importers of  
Rainbow Trout  
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and other seafoods

private label, retail and institutional—nation wide distribution

**FACILITIES FOR HANDLING CATCHES OF ALL KINDS  
OF GROUND FISH, REDFISH, WHITING, ETC.**

# PEACOCK'S

ADMIRAL BRAND

# SARDINES

Now Packed by New Process  
in 15 ounce OVAL CANS  
with Tomato Sauce



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president

JOHN D. TOFT  
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MILROY WARREN  
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READY TO SERVE  
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MAINE'S  
FISHING INDUSTRY



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Capt. Ole Mikkelsen, left, who has been fishing out of Portland, Me. for 35 years; and shorehand Carroll Phee with Nylon net used aboard 40' gill netter "Hirtshals". She is powered with 82 hp. Penta Diesel.

South Portland, which is managed by Melvin F. "Pete" Mitchell. The plant is owned by Calvin Stinson of Prospect Harbor, Me. and employs approximately 140 people. Capt. Cleon Stewart is skipper of the firm's sardine carrier *Ernest Lowell*.

Canned fish products have been packed for many years by Burnham & Morrill at its Portland canning plant, where Herbert H. Rose is superintendent of fish buying and packing. The Company started packing fish flakes of cod and hake in 1903. One of their leading products is cod fish cakes for which they use up to 1 million lbs. of dried codfish per year.

A new Burnham & Morrill product that is gaining in popularity is the fish dinner made with haddock, which is bought locally whenever possible. The firm operates a branch plant at Vinalhaven which produces fish flakes and some of the salt cod used at Portland. Burnham & Morrill's annual pack of fishery products totals 200,000 cases including 50 to 60 thousand cases of fish dinners.

By-products of the Portland fishing industry are utilized by Maine Marine Products, Inc., which also provides fishermen with a market for surplus fish. Headed by Stanley W. Letson, president, the firm has as subsidiaries Maine Sea Products Corp. of Rockland, and Eastern Marine Products Co., Eastport. Most of the firm's output is manufactured into ingredients for poultry feeds, particularly broiler rations to serve Maine's expanding broiler industry. The firm has been in operation for 30 yrs.

Sea Breeze Lobster Co., Inc., headed by Don Barnes, has been operating in Portland for 4 years, handling live lobsters and producing lobster meat. New Meadows Lobster Pound is operated by Samuel Armstrong. The business started in New Meadows 15 years ago, and has been located at Portland for the past 7 years. South Portland Lobster Co., managed by Rex Sprague, was a newcomer last year, and buys lobsters and groundfish. William V. Benson is president of Benson Lobster Co. at South Portland, which has been in business 12 years. Miss Mary E. Silva is treasurer of the firm.

Maine Crabmeat Co., owned by James Horr, produces fresh and frozen crabmeat in ½ and 1 lb. containers, with the frozen product available in air-tight bags. Churchill Lobster Products, headed by Grover Churchill, in operation for 5 years, produces frozen lobster specialty products. Downeaster, Inc. produces cooked frozen lobster products. The bulk of the lobster bait at Portland is supplied by Thurston's Bait Co., Inc., operated by Robert Thurston.

### Important Outfitting Center

As an outfitting center for fishing boats, Portland is unexcelled, there being complete facilities for selling, in-





**AMERICAN  
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DIESELS**

**MARINE ENGINES  
POWER UNITS  
GENERATING SETS**

## PROVEN SEA GOING POWER

*Plus*  
**service in your own back yard**



Left to right, Charlie McDonald, Portland Branch Manager and marine sales; Maynard Marlowe, service; Clair Hicks, service; Joe Richards, parts.



**MAINE BRANCH**  
**Engine Company**

141 Main St., So. Portland, Me.  
SPruce 4-3466

BOSTON: 1168 COMMONWEALTH AVE.

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stalling, and servicing every item of equipment and supplies used aboard fishing craft.

Story Marine Railway of South Portland operates a shipyard which has been in continuous service for 94 yrs. It was established as the Portland Drydock Co. in 1864 and from 1922 to 1938 operated as the Portland Shipbuilding Co. & Marine Railways. From then to 1942 it was known as Maine Shipyards Corp. and for the next 5 years was Marine Railway and Repair Co. From 1947 to 1950 the yard was known as Donaldson Shipyard Corp., at which time it became Story Marine Railway.

Last Fall Story-Harris Electronics was organized in conjunction with the shipyard to provide service on electronic equipment. Walter S. Story is president, and Ballard B. Story, treasurer, of both organizations. Robert Harris, formerly of Harris Electronics Corp., is vice-president and chief technician of the electronics operation.

Story Marine provides complete facilities for boat maintenance and overhaul with separate shops for machine, carpenter, pipe, plate, electrical and paint work. The yard has three railways with up to 1200 tons capacity, and two years ago established a propeller reconditioning department. The Company is distributor for Columbian Bronze propellers, and has facilities for engine installation.

The Maine branch of Hubbs Engine Co. occupies new, enlarged quarters in South Portland, where sales and service facilities are available for General Motors Diesels, Chrysler marine engines and American Marc Diesels. Charles McDonald is Portland branch manager, Joe Richards handles parts, and Claire Hicks and Maynard Marlowe handle service.

Sargent, Lord & Co., Portland, one of the oldest and largest marine supply houses on the Coast, is celebrating the 80th anniversary of its founding. This also is the 30th year since the incorporation of the business, when its present president and treasurer, Ralph A. McLean, entered the business. The firm was established in 1878 by Horace Sargent and Orrin Lord on Commercial Wharf,

## PRODUCERS OF SILVER BAY BRAND FILLETS



**Wholesale Fish  
Dealers**

**WILLARD-DAGGETT FISH CO., INC.**

15 Central Wharf

Portland, Me.

**"If you can't make both ends meat—  
make one end fish."**

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WIRE ROPES • SEA-RO PACKING

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DALON POT WARP

*Complete Line of Allied Brushes  
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## A.L. GRIFFIN, INC.

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## HULL • P & I WAR RISK INSURANCE

*Complete Marine Insurance Service  
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**CHESTER L. JORDAN & CO.**  
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## FISH and LOBSTERS

*Wholesale Buyer and Distributor*

## E.C. PALMER, INC.

E. C. Palmer, Pr. s. & Treas.

George Curran, Vice Pres. Leon Spear, Jr., Asst. Treas.  
37 Custom House Wharf Tel. Spruce 2-5429  
PORTLAND, MAINE



R. J. Peacock Canning Co. sardine factory at Portland, Me. and sardine carriers "Sewanhaka", powered by twin 12-71 General Motors Diesel, and the twin-screw "Conqueror" and "Sylvania W. Beal", which have two 6-71 General Motors Diesels.

moving to its present location on Portland Pier in 1940, where 25,000 square feet of floor space is utilized.

Among the many lines handled by Sargent-Lord are Pettit marine paints, Plymouth and Whitlock rope and nylon heading twine, Burnham's fishing lines, Pfeuger hooks, Roebling wire rope, Michigan propellers, AC spark plugs, Wilcox-Crittenden hardware, American-LaFrance fire extinguishers, Hudson American radiotelephones and Sawyer's fishermen's clothing.

Marshall Madsen is assistant treasurer of the firm, Wilbert Brown is in charge of retail marine sales, Ralph A. McLean, Jr. is store manager, and Roger Pettingill is marine sales representative. In addition to its coastal activities, Sargent-Lord serves industrial customers in Maine and New Hampshire, as well as small boat business on inland lakes.

An affiliated concern, Harbor Supply Oil Co., Inc., handles marine engine sales, service and installation, and distributes Gulf Oil Corp. marine products. Two company tankers, the *Gulf of Maine* and *Portland Gulf* serve Portland harbor and nearby islands. The firm is dealer for Allis-Chalmers marine Diesels and Red Wing marine engines, with Capt. William Miller in charge of the engine department.

Cummins Diesel of New England, Inc. operates a branch at South Portland, providing a complete service for Cummins Diesel owners in Maine, in a recently completed building. James Buchanan, who was trained in the parts and service departments of the Boston shop, is Portland manager. Joseph Catinas, who has had 15 years' experi-

## *Serving the Fishing Industry In Portland and on the Coast of Maine*

# MAINE MARINE PRODUCTS, INC.

Union Wharf

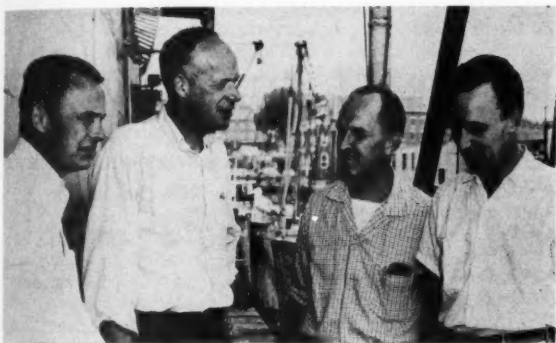
PORTLAND, MAINE

ence in servicing Cummins engines, is service manager, and he is assisted by Gerald Burton, who served his apprenticeship in Boston following Diesel training in the Marine Corps. William McAleer is clerk in Portland.

An outstanding example of family teamwork is found in The Harris Co., large ship chandlery and marine supply firm, which also owns a fleet of fishing boats. The concern is operated by four Harris brothers and two sisters, plus two sons of one of the brothers.

Mortier Harris is president of The Harris Co., as well as head of the Harris Oil Co.; Omah Harris is vice-president in charge of the grocery department; Elery Harris is treasurer and in charge of the hardware department; Bernard Harris manages the Company's boats; Misses Vivian and Pearl Harris are active in the store and office operation. Austin and Hartley Harris, sons of Elery, also are members of the organization, with the former being assistant sales manager.

The Harris Co. was established in 1921, moving to its present location in 1923, and was an outgrowth of the old Bell & Walker Co., hardware merchants. Abner J. Harris, father of the present generation, and a lobster dealer in



Four officials of Portland Fish Co. Inc., Portland, Me., showing left to right, Robert Jurgenson, vice-president; Paul Friberg, president; Hartley Davis, treasurer and Arne Petersen, vice-president.

Cundy's Harbor, Me., set up his sons in business by purchasing first a partial interest and finally the entire interest in the Bell & Walker concern.

The Harris Co. now has four salesmen on the road, servicing the entire State of Maine in both the marine and industrial hardware field. Their primary interest always has been in the marine business, with which they have grown through the years. Their stock includes a wide variety of marine hardware, dragging and fishing gear, electronic equipment, fuel and groceries.

H. P. Simpson, who has represented the Palmer Engine Co. for 36 years, has made numerous installations in fishing boats this year. Last Fall he took on the Penta Diesel line which ranges from 82 to 165 hp. He has been located on Merchants Wharf for 7 years.

A. L. Griffin, Inc., ship chandlery of Custom House Wharf, is expanding its fishing supply business. It was recently appointed distributor of Dupont Marine paints and Rockport Rope & Twine Co. Dalon Pot Warp. Other lines handled by the Company include American Mfg. Co. cordage, Sea-Ro packing, Rochester wire rope and Allied brushes. The firm operates 2 motor launches and a truck for delivery and has an overhead electric hoist in its building to handle heavy equipment.

Other marine engine dealers in Portland include Houghton-Arnold Machinery Co. who handle Caterpillar Diesels, Albert G. Frost Co. who sell Chris-Craft engines and Johnson outboard motors, and Williams Bros. who distribute Norseman engines.

While Portland is rich in seafaring heritage and waterfront tradition, its fishing and outfitting industry is not standing still. It has progressive leaders, who through both individual and cooperative planning and action, are looking ahead toward a greater and better fishing business.

**AT YOUR  
SERVICE  
in the state  
of MAINE**



James G. Buchanan  
Portland Branch Manager

**CUMMINS**

dependable marine

**DIESELS**

offering

**COMPLETE SERVICE FACILITIES**

with factory-trained personnel

for the entire line of

**CUMMINS ENGINES**

from 60-660 H.P.



**CUMMINS DIESEL  
of NEW ENGLAND, Inc.**

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201 CAMBRIDGE ST.  
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**WHITING**

**OCEAN PERCH**

prepared and packed on the shores of Maine

by

**MID-CENTRAL FISH COMPANY OF MAINE**

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in association with

**CUMBERLAND COLD STORAGE CO.**

**CENTRAL WHARF COLD STORAGE**

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**MARINE ENGINES**  
designed, built, priced for the  
**FISHERMAN**

BH 25 6 HP \$410	IH 240 120 HP \$ 995
IH 60 22 HP 650	IH 264 135 HP 1075
PH 134 60 HP 815	IH 308 150 HP 1325
IHV 461 V-8 250 HP \$3415	

**NOTE**

Our prices include: starter, generator, relay, distributor, coil, oil filter & cooler (except 134), fuel pump, lift rings, exhaust flange, prop coupling, clutch handle, instruction book.

**H. P. SIMPSON**

Your Palmer Distributor for 31 Years

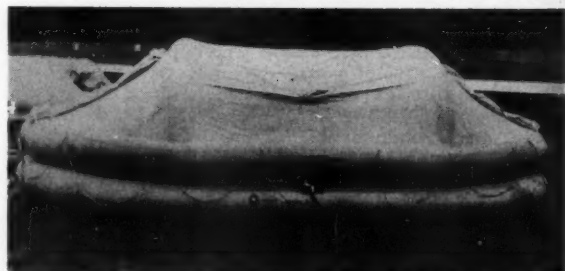
**SPRUCE 4-6804**

**MERCHANTS WHARF**

**PORTLAND, MAINE**

**KNOWN SAFETY at Sea**  
with the **SEAFARER**

**Inflatable Life Raft**



Keeping afloat is not enough to insure survival at sea. The greatest hazard is exposure, and protection from the elements is essential. The Seafarer inflatable life raft gives maximum stability and fullest protection against climatic extremes.

*These fishing vessels carry Seafarer Life Rafts*

Gloucester: Kingfisher, Curlew, Judith Lee Rose, Baby Rose, Mary Rose, Golden Eagle, Metacomet. New Bedford: Pauline H., Vivian Fay, Snoopy. Boston: Minnie, Agatha & Patricia. Portland: Courier. The Harris Co. now is fitting out its fleet with Seafarer Life Rafts.

If you have to replace one of your dories, invest in a life raft.

For particulars, write the U. S. Distributor

**CAPT. A. J. PEDERSEN, 78 Woodmont St., Portland, Maine**

**The Seafarer is made by Dunlop Rubber Co., Ltd.**

Inventory at Boston, Portland, and New Bedford

## PACIFIC COAST

### California Bluefin Landings Largest in Years

After an early start the Southern California bluefin tuna run slacked off and the fish disappeared for about a month. Suddenly on July 1, 200 tons were landed and on the 2nd over 450 tons were taken. This 450-ton day represents one of the largest single day's landings of bluefin in the history of this California fishery.

Later in the month during the week of July 15 a virtual deluge of tuna, mostly bluefin, kept San Pedro canneries humming when a fleet of 32 boats arrived from Mexican waters with over 4000 tons of tuna.

Some of the larger individual catches were *Anthony M.*, 240 tons; *Columbia*, 150; *Liberator*, 145; *San Pedro Boy*, 150; *Pioneer*, 150; *California*, 220; *Western Fisher*, 160; *Vagabond*, 110; *Miss Universe*, 140; *Zephyr*, 110; *City of San Pedro*, 130; *Marsha N.*, 150; *Sea Scout*, 110; *Sunbeam*, 160; *Redeemer*, 105 and *Santa Lucia*, 100 tons.

Figured at the going price of \$260 a ton for bluefin, the weekend catch was worth over \$1 million to fish boat crews.

### Predict Increased Sardine Catch

A big boost in the catch of sardine for the Monterey, Cal. area was predicted recently by John Radovich of the California Dept. of Fish & Game. Radovich reported the northern shift in spawning areas to the annual sardine conference of Cooperative Oceanic Fisheries Investigation. He stated the catch may amount to 10,000 tons and that the Southern California catch may run to 60,000 tons.

### California Albacore Appear Early

At least a month early albacore made a substantial appearance off the south central California coast. This appearance was predicted by scientists aboard the *N. B. Scofield*, research vessel this spring.

Good fishing extended from Morro Bay to Monterey with high peaks of fishing at Davidson seamount.

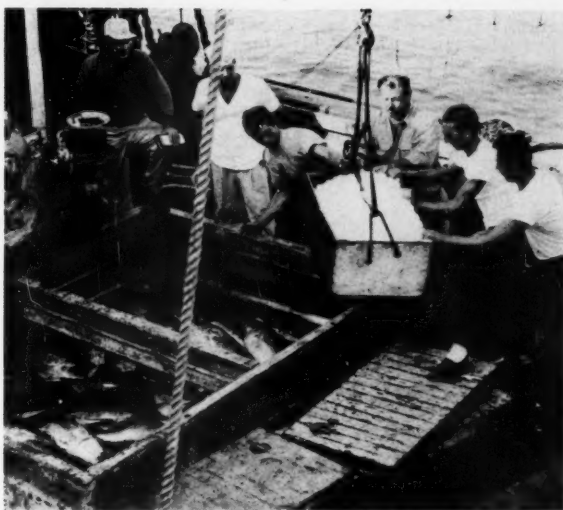
July is considered a quiet month for tuna off the central California coast, but Moss Landing quickly became a busy unloading port as fishermen hastened in to discharge their loads and get off to the grounds again. First boats in with sizeable loads were the *Lizzart*, Capt. Stanley Haskin; *Husky*, Capt. Bill Tomlinson, Jr.; *Jean-ellen*, with Error and Norris Scriver; the *Tuna*, Capt. Paul Groszmann; *Rondivo*, Capt. Don Hart; *Cape Cross*, Capt. Howard Jensen, and the *Selma J.*, Capt. Robert Mason.

Some fish were reported off the Columbia River and prospects for good fishing appeared bright all along the Oregon and Washington coasts.

### California Missile Range Not Dangerous to Fishermen

Worry expressed by Southern California fishermen that the new Navy missile range at Point Mugu would prevent boats from using San Nicols Island as a storm haven were quieted by a Navy Department letter to Sen. Thomas Kuchel of California, advising him that the island would be open 85 per cent of the time.

The island is used by boats seeking a haven from storms and as an overnight anchorage by boats not wishing to make the long run into the coast. Navy planes with loudspeakers and Navy patrol craft will warn the tuna boats in plenty of time to avoid the danger area which will be used only a few hours at a time.



Crewmen of the "Western Monarch" of San Pedro, Cal., ice up their catch of blue while waiting their turn at the customs dock for their catch to be inspected. The vessel was one of 32 that arrived in San Pedro during the week of July 15 with over 4000 tons of bluefin, one of the largest single week catches on record. The "Western Monarch", which had 115 tons, made the trip in 4½ days, one of the shortest trips on record. Paul Mardesich is the captain.

### California Albacore Commanding Big Price

San Pedro and other California tuna fishermen last month were receiving the highest prices for fresh albacore that have been paid since 1954—\$425 a ton. The price had originally been set at \$400 at the start of July, far above the \$280-300 a ton price that prevailed this year. When only small catches of albacore came in, the price quickly went up to \$425 a ton on July 21.

Reason for the high price was stated as the failure of the Japanese albacore season last winter, and low domestic catches. Japan in 1957 by this date had shipped nearly 10,000 tons of albacore to the U. S. So far this year Japanese shipments are barely over 7,000 tons.

The domestic fleet also is finding albacore scarce. So far only 900 tons have been landed by San Pedro boats as compared to about 2400 tons by this time in 1957.

### Tagged Tuna Valuable

During May purse seiners operating off the Baja California coast landed 25 tagged yellowfin. The tags were turned over to the Inter-American Tropical Tuna Commission headquarters on Point Loma.

The tags are numbered and on December 31 of each year are placed in a box where they are shuffled and then drawn by an employee of the commission. Holder of the first tag drawn receives \$300. The tags help the commission and the California Department of Fish & Game to study fish habits, migration and growth.

### California Man Designs New Fish Freezing System

Fred Wolleson, skipper-owner of the albacore boat *Argo*, has designed and constructed his own fish freezing system. He divided the fish hold into two sections. The after part is a sharp freeze section, with eight shelves of coils, four to a side. He puts his fish in this section for six to seven hours to lower the body temperature, then puts them in the main fish hold. By keeping the fish for some hours in the sharp freeze, he finds the fish are easier to freeze and arrive in port in much better condition. This also keeps the temperature in the main hold at a lower temperature.

The freezing system uses 1,000 feet of 1½ inch cop-

per coil. He uses a 10 hp. Carrier compressor with an 18 hp. Lister Diesel. This will hold the temperature down to 8 degrees, if desired.

Wolleson has been fishing for about 34 years out of Astoria, Oregon. He was one of the first to leave San Diego for the start of the albacore season the last week in June. His vessel the *Argo* is powered with a 75 hp. Atlas Diesel and can hold 24 tons of fish. The *Argo* is 58 ft. long.

### California Boat Smashed on Rocks

The *Flying Dutchman*, 42 ft. Diesel-powered troller purchased recently by Dudley Brown of Fresno was lost off the rocks last month in Monterey Bay. Capt. Brown was on his first trip for albacore. He and his boat puller Bill Long were able to get safely ashore by hanging on to two oil barrels the boat carried for extra fuel. The *Flying Dutchman* was smashed to pieces within a short time, although it was hoped the engine could be salvaged.

### May Predict Tuna Runs by Weather

A biologist returning from a research cruise, Dr. Maurice Blackburn of the Scripps Institution of Oceanography, reported recently that scientists hope eventually to predict abundance of tuna by weather observations.

It is believed that tuna appear at the end of a cycle that starts with wind and weather. The wind causes an upwelling that enriches the chemical content of the water and this is followed by an increase in the number of small plants and animals on which fish feed.

### California Boat Purchased

Capt. Harry Miller has sold his 25 ft. troller *Marion* to Roy and Elena Wallace of Pacific Grove and has purchased the 30 ft. *North Star* from Albert Lenden. The boat is a Kneass design with Chrysler Crown 115 hp. engine; 2½:1 reduction gear, rubber stern bearings and 12 volt electrical system.

Capt. Don Hart sold his 30 ft. *Marlene* to James Hughes, a new-comer to commercial fishing. The boat has a Chrysler Crown engine, Fisher radio and direction finder, Bendix 100 fathometer and Wood-Freeman automatic pilot.



Power for the 56' dragger "Noyo Star", of Manuel Figueiredo, Fort Bragg, Cal., is supplied by a 150 hp. Murphy Diesel turning 38 x 28 Columbian propeller through 2:1 Snow-Nabstedt reduction gear. She uses RPM Delo lubricating oil. Columbian rope, Northill anchor, Raytheon depth sounder, RCA Radiomarine radio telephone and Roebeling wire rope are included in the equipment.

### Predict Increased Use Of California Seafood

The fish industry of Southern California has made a fine start toward the fulfillment of a prediction that within five years, fish and shellfish products will be more and more on the housewife's menu list.

At a meeting of the Board of Directors of the California Fisheries Council held in Los Angeles July 26-27 a State Fish Marketing Act was given serious consideration. The enactment of such an act is expected to take time. However, in the meantime reports of individual wholesalers clearly show sales increases are in direct ratio to the amount of time and effort put into aggressive selling and care in the quality of seafoods sold.

During July in California scallops were the seafood of the month, with barracuda, swordfish and true cod fillets as companion items. Seafood of the month for August was announced as white sea bass, with halibut, shrimp and lobster as companion items.

### Van Camp Has Larger Tuna Can

Van Camp Seafood Co. has announced it is now marketing a nine and a quarter ounce can of its Chicken of the Sea Brand of tuna, the first container of this size in the industry.

The change was prompted by a consumer survey of the tuna market which revealed most customers would like a larger can. About 37 percent of those surveyed requested a larger can.

### Washington Representative Asks Fish Import Bill Delay

Representative Thomas M. Pelly of Washington, on July 24 asked that Congress take no action this year on his bill to ban importation of certain salmon caught in the North Pacific. The bill was aimed at Japanese fishing, which the American industry contends has been destroying Alaska-spawned salmon stocks.

Pelly said he was requesting postponement after conferences with Senator Warren G. Magnuson, chairman of the counterpart Senate committee. He also stated that salmon conservation would not suffer by a delay until next year and that in the meanwhile, additional information would become available from research and statistical data based on this year's fishing season.

### Fishermen Curtail Salmon Fishing

Commercial fishermen in LaConner, Wash. volunteered last month to discontinue daylight fishing in the Skagit River and Deception Pass areas in order to permit more salmon to reach their spawning grounds.

The volunteer closure plan provides that fishing in the two areas will be curtailed between 6 a.m. and 6 p.m. for two weeks. Under Fisheries Department regulations, the areas will then be closed completely for ten days.

### "John N. Cobb" Leaves Seattle On Shrimp Cruise in Alaska

The Fish & Wildlife Service vessel *John N. Cobb* was scheduled to leave Seattle, Wash. on July 14 for an eight-week exploratory shrimp cruise in Alaska. Explorations were to be conducted in the waters adjacent to Kodiak Island and in lower Cook Inlet.

Objectives of the investigations will be to determine the distribution, abundance and species of shrimp inhabiting this region. Concurrent with the shrimp studies, an attempt will be made to locate commercial concentrations of the large Alaska scallop.

The adoption and success of the shrimp peeling machine on the west coast of the United States has de-



veloped renewed interest as to the possibilities of developing a large shrimp fishery in the bays and ocean waters off Alaska. Several shrimp picking machines are now in operation in Alaska and more will be put into use this year.

### Salmon Run Delayed off Washington

A major shift in ocean currents has delayed the sockeye and other salmon runs off the coast of Washington and Oregon, and, as a result, many Pacific Northwest fishermen are giving up salmon fishing to seek tuna.

Salmon prefer colder water and when the change in ocean currents made the water warmer than usual, they started north in search of it. According to oceanographers, the warm water has driven the salmon farther north than ever before recorded.

### Washington Fishery Agency Move Delayed

Gov. Albert D. Rosellini reported recently that it may be several months before the State Fisheries Department will be able to move from Seattle to Olympia in compliance with a court order that state agencies maintain principal offices at the seat of government.

At present there is no suitable space for efficient operation available and Rosellini said he was opposed to any move to temporary quarters which would result in a waste of state funds. Mile Moore, State Fisheries chief, estimated that the move will cost from \$130,000 to 150,000.

### Washington Salmon Brings Best Price

The year's top prices for salmon in Seattle, Wash. was paid on July 17 when a small lot of large king salmon was purchased on the Salmon Exchange at 89 cents a pound.

The price, 4 cents higher than the previous record for the season, was paid for 500 pounds of fish landed by the troller *Jeanette*, owned by Knut Nicholson.

### Fish Production up in Washington

Commercial fisheries production in Washington in the first six months of this year totaled more than 9,000,000 pounds above the corresponding period of last year. The increase was made in spite of a 1,500,000-pound drop in salmon landings.

Bottomfish landings were increased slightly over one million pounds; production of other fish was nearly 5,000,000 more and shellfish production was up nearly 5,000,000 pounds.

### Report on Fraser River Sockeye Run

A bulletin issued by the International Pacific Salmon Fisheries Commission on July 16 stated that the Early Stuart run which has provided the entire 1958 catch of sockeye to July 14 was later than any previously recorded Early Stuart run.

Ocean temperatures are at a record high and the Fraser sockeye may have moved further north than normal during their marine existence. Reports on other species indicate that a northern shift in ocean habitat has taken place during the current season.

If the runs to come including the important Adams River population follow the late migrating character of the Stuart run, the catch will not follow the expected pattern established by the 1942 run.

### Halibut Fishing Areas Closed

The International Pacific Halibut Commission on June 23 announced the closure to regular halibut fishing in Areas 2 and 1B, as of 6 a.m. July 2. A second fishing season in Area 2 will open August 31 for a 7-day, no quota fishing period, terminating at 6 a.m. September 7, after which the area will be closed until 1959. A new feature of the second halibut fishing season in Area 2 this year will be the closure to fishing of the Goose Island-Cape Scott area.



Herb Hodge aboard his combination salmon troller and gillnetter, the 40' "North Star", which is powered by an 8 cylinder Chrysler Royal with 2.5:1 reduction gear. Home port in Friday Harbor, San Juan Island, Wash.

### Washington Shrimp Catch Improves

Reports reaching Seattle from shrimp canneries in Southwest Washington indicate catches are improving as known shrimp concentrations are being fished with increasing success.

### Oregon Coast Yields Good Catches of Pink Shrimp

Commercial concentrations of pink cocktail-size shrimp were located off the central Oregon coast by the Fish & Wildlife Service vessel *John N. Cobb* during a three-week exploratory cruise ending June 27.

Best catches of shrimp were made off Cape Lookout at depths ranging from 90 to 114 fathoms. Seven drags in this region produced catches at rates of 380 to 850 pounds per hour. Drags made west of Cape Foulweather at depths from 80 to 99 fathoms yielded catches at rates ranging from 200 to 450 pounds per hour, while drags made off Manhattan Beach at depths from 96 to 105 fathoms caught shrimp at rates of 440 to 600 pounds per hour.

During the cruise, experiments were conducted on fishing two 43-ft. nets simultaneously. The nets were fished from the standard trawl davits on the stern of the vessel. To preclude fouling, the nets were staggered so that one net fished about 20 fathoms astern of the other. No operational difficulties were encountered during five tests in which two nets were fished in this manner. The resultant catches indicated that the twin rig method would probably double the yield obtained using a single 43-ft. net.

### To Evaluate Oregon Hatchery Program

In keeping with the present stepped-up interest in halting the general decline of Pacific coast salmon runs, the Oregon Fish Commission announced recently that it will launch a comprehensive evaluation of past and present Fish Commission hatchery activities.

Irvine French, present director of fish culture was appointed to a newly-created position of consulting analyst on August 1 and this new assignment will permit Mr. French to devote full attention to a topic with which he is thoroughly familiar.

It is believed possible that hatcheries may be the only practical means of preserving particular segments of the region's sizeable salmon runs if certain fish-power problems cannot be solved. It is hoped that the proposed study will open up new avenues of approach toward improving the efficiency and economy of salmon hatchery operations.

# EQUIPMENT and SUPPLY NEWS

## Columbian Sun-Resistant Seine Twine

All "stabilized" Seine Twine manufactured by the Columbian Rope Company, Auburn, N. Y., is now made from Sun-Resistant Nylon. Tests have indicated that the Sun-Resistant Filament Nylon Seine Twine, after 200 hours of accelerated daylight radiation, is up to twice as strong as conventional Nylon Seine Twine.

A great deal of "stabilized" Seine Twine from 1/4" diameter up is used as a Maitre Cord—so called side lines, lead lines, cork lines, etc. Hard lay Nylon Seine Twine is used for cod lines and for snoods. Another use for Seine Twine is heading for lobster pots. The Seine Twine is also available in both Filament and Spun Nylon, and Spun Dacron. The "stabilized" Seine Twine comes in .032 diameter to .148.

## Mechanized Evinrude Assembly Plant Designed To Increase Production

One of the most modern and efficient assembly plants in the outboard industry, constructed as a part of a 5-year expansion program by Evinrude Motors, started full-scale production of outboard motors in Milwaukee, Wisc., last fall. The new plant is designed to speed up production on all 12 motors in the Evinrude line.

Material handling throughout the plant is highly mechanized. More than seven miles of conveyor machinery is used to handle materials for a continuous, smooth flowing operation from the receiving docks to the shipping platforms. The building features utilization of cube, as well as lateral use of air space. Materials received in bulk are moved by floor conveyors to receiving, inspection, and testing stations. Storage in skid boxes on six tier racks of roller conveyors has saved costly lift truck operations, loss of space, and use of a number of material handlers. Forty thousand motor covers are stored on ceiling monorails, eliminating the use and expense of extra warehousing.

In general assembly, on seven lines, parts are transported to three main breakout areas for storage. When needed, the required parts are placed on overhead monorails, from where they can be moved to any of 15 sub assembly stations. Completed sub assemblies are transferred to the seven final assembly lines by a material handler operating an electric rail transfer car with an automatic lift. Power is coupled with the lower units and the motor is ready for painting.

A conveyor carries the motors through the painting process. When the painting masks are removed, lubricant injected into the gear cases, and test props attached, a monorail carries the motors to final assembly stations, where carburetors, starters, etc. are attached. Motors are then automatically passed through 15 booths, where they

are lowered and raised from test tanks. Then they are moved into the finish lines for installation of covers, gaskets, and propellers, and through final inspection and packaging.

Packing is completely mechanized with motors and boxes arriving at the packager at the same time. When packaged, the motors are then on a spur conveyor moving to the shipping conveyor. Shipping is operated by console control. Any 10 models can be moved automatically to any 30 storage stations. On the shipping dock, a second console station picks out motors which are mechanically delivered to any of seven trailer trucks or freight cars.

Raymond C. Davis, Director of Marine and Industrial Engine Division Planning and Production Control, Chrysler Corporation.



## Chrysler Makes Key Appointments

As part of an expanding overall marketing effort in the marine field, the Marine and Industrial Engine Division, Chrysler Corporation, announced the appointment of three men to new key positions. Glen E. White, formerly assistant comptroller for the parts and equipment manufacturing division has been named comptroller of the Marine and Industrial Engine Division.

Raymond C. Davis has been appointed to the newly created position of director of Marine and Industrial Engine Division planning and production control. His new duties will be to direct activities of market research, production control, and distribution of products. He previously was manager of the corporate programming procedures and service group with the Chrysler corporate staff.

Bruce B. Spratling has been assigned to the new post of parts sales manager. Spratling will direct and plan the establishment of distribution standards for the Division's new parts sales program.

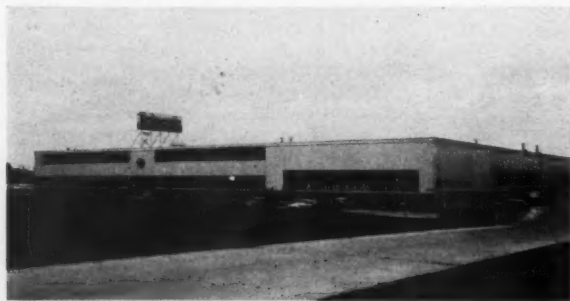
## Butt, Radiomarine Marketing Manager

Harvey R. Butt has been named manager of Radiomarine marketing according to Communications Products Department, Radio Corporation of America. Butt, has been manager of Radiomarine sales, Washington District since 1951. He succeeds George P. Aldridge, who becomes Radiomarine sales manager for the Eastern District.

Butt entered the communications field with the Marconi Wireless Telegraph Company of America, which was later acquired by the Radio Corporation of America. At various times, he has been superintendent of RCA's Radiomarine Divisions in the New England, Southern, Pacific, and Great Lakes areas. He has been purchasing agent and acting sales manager in the New York office.

## Morse Presents Twin S Engine Control

The Morse Model S marine engine control has a new "look" and a new companion model, the Twin S. Featuring easy installation the new controls have been designed for flange mounting. The controls may be completely assembled and cables connected all outside the control

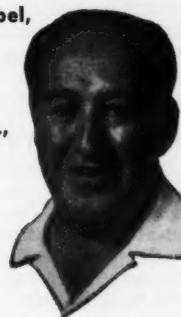


New, Milwaukee, outboard motor assembly plant recently put into fullscale operation by Evinrude Motors, Milwaukee, Wisc., as part of 5-year expansion program.

# "With us it's Allis-Chalmers diesels from now on"



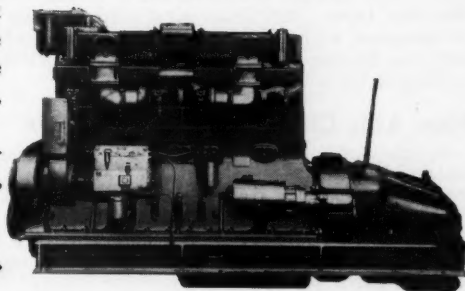
... Says Jack Sabel,  
owner-manager  
of Camaronera  
Del Carmen,  
Campeche, Camp.,  
Mexico



The sleek "Gulf Princess II," like all boats in Camaronera Del Carmen's Gulf Princess fleet of shrimp trawlers, operates with the advantages of Allis-Chalmers diesel power.

CAMARONERA Del Carmen's six new Gulf Princess boats are all to have Allis-Chalmers 1879's, according to owner-manager, Jack Sabel. This is the engine that Mr. Sabel knows from experience cannot be equaled for dependability and economy. His experience with the 1879 is based upon its use in not only five of his own boats, but also in 15 other boats that fish for his company.

See your Allis-Chalmers dealer for the kind of dependable *Do-More Power* Jack Sabel has learned he can expect. Allis-Chalmers, Milwaukee 1, Wisconsin.



## ALLIS-CHALMERS



BM-27

## Tobin Bronze Shafts chosen for rugged fishing duty

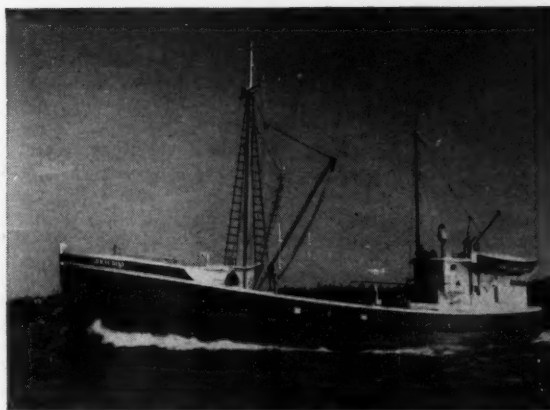
One of the largest and most ruggedly constructed scallop draggers ever built for the New Bedford fleet was recently completed by Harvey F. Gamage, Shipbuilder, of South Bristol, Me. The 93-foot *Geraldine* is designed and built to fish in almost any weather. Power from her 480-hp diesel is transmitted by a big 5½-inch Tobin Bronze shaft. A duplicate sister ship, *Sandra Jane*, was launched this Spring. It, too, has a 5½-inch Tobin Bronze shaft.



**TOBIN BRONZE®** Shafting has proved itself through its performance on thousands of pleasure boats, fishing and other commercial craft. It is this record of dependability that has made it first choice of boat-builders and boatowners.



**TEMPALOY® -917**, nickel-aluminum bronze shafting, was developed by The American Brass Company for use requiring extra high strength. Repowering with higher horsepower engines often means replacing original shafting, too. Tempaloy usually provides the needed extra strength with no increase in shaft diameter—saving costly alteration of bearing, stuffing box and housing assemblies. Features: toughness and high yield strength—high resistance to shock—excellent corrosion resistance—lighter weight—special straightening—individually wrapped and trade-marked—reasonably priced.



**GERALDINE** is a full-bodied boat with a round stern, is 93 feet over-all, has a tonnage of 136 gross, 93 net.

Both Tobin Bronze and Tempaloy propeller shafts are available through leading marine supply distributors. For detailed information, see your distributor or write: The American Brass Company, Ansonia Division, Ansonia, Conn. In Canada: Anaconda American Brass Ltd., New Toronto, Ontario, Canada.

68117

# ANACONDA®

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MARINE BRASS AND BRONZE  
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stand—ready for mounting on the stand.

The new Twin S combines two control levers in one head, for use with two throttles, two clutches, or one clutch and one throttle. Heavily chrome plated to resist corrosion, the entire S Series of controls are bronze shell-cast by Morse Instruments Co., Hudson, Ohio. Engine kits and dual station units are available to adapt the Morse Controls to any engine, with hydraulic shift.

### Folder Describes Onan Generating Plants

A new, two-color, four-page folder, F-106, recently issued by D. W. Onan & Sons Inc., Minneapolis, Minn., describing how Onan "All Craft" electric plants provide electric power afloat, is available free on request.

Illustrated and described in technical detail are single-cylinder, gasoline engine Onan electric plants in sizes from 500 to 1,500 watts; two-cylinder, gasoline engine units of 3,000 watt size and the single-cylinder full Diesel series 3MDSL of 3 kw. capacity. Also described are battery charging generators in sizes from 1,500 to 5,000 watts, to be used with propulsion engine belt drive.

A variety of Onan air-cooled electric plants, gasoline and Diesel models, are listed in both AC and battery-charging types. Any Onan air-cooled gasoline plant can be equipped with the Vacu-Flo Cooling system together with the Marine Conversion Kit for use below deck according to the folder.

### New Allis-Chalmers Motor Bulletin

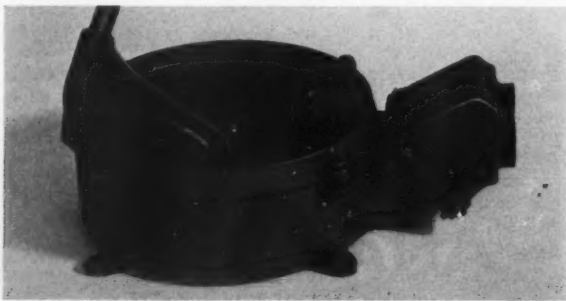
Design and construction features of Allis-Chalmers motors for the marine industry, available in ratings from 1 to 2500 hp., are described in a new bulletin (51 B 8391) released by Allis-Chalmers Manufacturing Co. Milwaukee 1, Wisc. These motors feature moisture-resistant insulation, stainless steel nameplates, cast-iron external parts, and corrosion resistant fittings.

Marine motors covered in the bulletin include protected squirrel-cage motors for below-deck duty totally-enclosed, non-ventilated, fan cooled and explosion-proof machines, dc motors, and wound rotor motors for intermittent or continuous duty. The bulletin also describes motor-generator sets in single, two, three, and four bearing types available with ball or sleeve bearings.

### Edson Has New Bilge Pump

The Edson Corp., 334 So. Water St., New Bedford, Mass., has announced a new hand bilge pump. The self priming pump features the exclusive Edson non-tiring "Lever Action" and will pump water containing large amounts of sand, wood shavings, and other bilge waste at the rate of 25 gallons per minute without clogging or jamming.

The new pump is compact, measuring 7 inches high, 11 inches wide, and 15 inches long, and weighs only 28 pounds. Easily installed, it can be located under cockpit seat, floor, or cabin sole. The pump can be operated through standard 4 inch diameter deck plate and working handle lifts out for quick stowage. It is available in bronze with reinforced rubber valves and Edson Red Seal Diaphragm.



The recently announced, hand bilge pump by Edson Corp., New Bedford, Mass., works at a rate of 25 gallons per minute and has Edson "lever action".

## Dungeness Crab Fishery

(Continued from page 10)

frame covered with wooden slats with an entrance at each end. Subsequently the pots were constructed of an iron frame covered with a cotton mesh. At present the pot is cylindrical, varying in diameter between 30 and 42 inches, but occasionally up to 72 inches, and approximately 14 inches high. It is usually constructed of  $\frac{3}{8}$  inch diameter iron or stainless steel rod, and covered with stainless steel wire mesh.

Normally there are two funnel-like entrances to the pot with the inner edge of the entrances equipped with loosely projecting wire to prevent the escape of the crabs. Most pots have an escape hole on the top or side, of a diameter that will permit undersized crabs to escape. Crabs are removed from the pots through a hinged trapdoor on top. The bait containers hung in the pots are usually constructed of wood, stainless steel, or plastic. The average cost of a new pot is about \$25 complete.

Cockles, razor clams and other miscellaneous clams as well as herring were used for bait during the early years of the fishery. Squid, imported from California, and razor clams are at present the most commonly used bait along the Oregon coast. Some work has been done to develop an artificial bait, although to date a satisfactory product has not been produced.

### Other Equipment Used in Crab Fishing

In the early days of the fishery when the bays and offshore waters immediately adjacent to the bays supplied most of the crabs, skiffs were used in conducting a profitable fishery. As the fishery expanded and the use of pots became more prevalent, larger boats were needed. Vessels up to 72 feet long, powered by gasoline and Diesel engines, and equipped to remain at sea for several days are presently used in the Oregon crab fishery.

Many of the boats are equipped with fathometers, radio direction finders, and loran. Hauling of the pots is accomplished with the aid of a davit and power driven gurdy. All of these improvements in equipment and techniques have significantly increased the efficiency and catch of the present day crab fisherman. Crabs taken in the course of a day's fishing are usually placed in the vessel's hold or are retained on deck, if there is no hold.

About 1937 the fishermen in the Newport area inaugurated the practice of placing their catches in a watertight compartment in the hold. The compartment was flooded with water and pumped out at regular intervals, thus keeping the crabs alive for longer periods of time and assuring a more marketable grade of crabs. The watertight hold compartment was later replaced by a removable tank of steel. A steel grating was arranged so that it could be raised or lowered, to aid in removing the crabs from the tank. Crabs were kept alive up to three or four days by circulating sea water through the tank.

As the size of the boats became larger the number of pots fished by each boat increased. Some boats fish 800 pots, though the average is 180. A two or three man crew can pull about 300 pots in a day, if the weather is good and the water is shallow. Bad weather and deep water fishing reduce the efficiency.

The ever present possibility of loss of pots due to stormy weather keeps the fishing intensity low during the early winter months. Loss of pots may result from being covered with sand due to bottom currents. Attempts to pull sanded pots often result in broken lines and, therefore loss of pots.

Another source of loss of pots is by heavy seas rolling the pots inshore into the surf where they cannot be recovered. Rolling also causes chaffing of lines which often results in pot loss when the pot is pulled.

Seasonal pot loss may be as high as 80 percent of the pots being fished by an individual, although the average



## Guess Who Uses Roebling Fishing Rope...

Special Galvanized Fishing Rope, to be precise. We agree immediately that the sad showing made by the non-user of Roebling rope is somewhat exaggerated.

No exaggeration, though, to say that with Roebling rope aboard you'll have a lot less to worry about in the heavy-hauling department. It's a rope that is built to take the weight—and take it for a long time. And while it works long and hard, it fights corrosion with a vengeance. That goes for shrimp rope, trawling rope and purse seine rope. Call your distributor or write to Wire Rope Division, John A. Roebling's Sons Corporation, Trenton 2, New Jersey.

*Buy from  
the guy  
that eats  
your fish*

**ROEBLING**

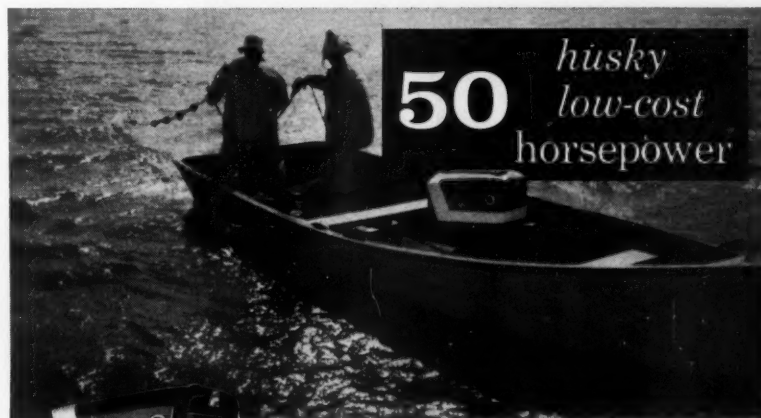
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loss is much lower. The loss of pots may be high during the early spring months when fishermen move their pots into shallow waters. At that time a moderate storm or heavy swell may cause considerable damage and loss.

The earliest utilization of crabs was as a fresh-cooked product. Due to lack of refrigeration facilities the market for that type of product was limited to coastal areas. Improved transportation and refrigeration expanded the market to some extent, although fresh crabs are still not sold a great distance inland. With the advent of canned crab meat, the market for crabs was greatly expanded, and at present it may be purchased in almost any grocery store throughout the country.

In recent years crab meat, which has been vacuum-packed in hermetically sealed containers and kept at sub-freezing temperatures has been successfully shipped in a very marketable condition. The major portion of picked crab meat is shipped to markets in that fashion at the present time. However, the product is not shipped great distances inland. Today crabs are utilized as fresh-cooked whole crab products, fresh-picked crab meat, smoked crab, canned crab meat, and fresh frozen meat or whole crab.



Here's the one for rigs that need *real* power... Evinrude's great "Four-Fifty." New, compact V-4 design. 70.7 cu. in. displacement. Delivers 50 solid b.h.p. at 4000 revolutions—easily, smoothly, quietly—in toughest day-in, day-out service. See your Evinrude dealer—he's listed in the yellow pages under "Outboard Motors." Complete range of models to choose from. Evinrude Motors, 4320 N. 27th Street, Milwaukee 16, Wis. A Division of Outboard Marine Corporation. In Canada: Mfd. by Evinrude Motors, Peterborough.

## EVINRUDE

*quiet outboard motors*

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Is propeller vibration loosening up your fittings and wracking your hull and nerves? If it is, you can stop it in short order by switching to a **FEDERAL 5-blade VIBRA-FREE**. It's a **sure cure**, as hundreds of owners have discovered to their amazement. And as a bonus you will get more speed at normal rpm, more dragging power and greater economy... the greatest investment in marine equipment you ever made. Write for **FREE** expert propeller recommendation.



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**FEDERAL PROPELLERS**  
GRAND RAPIDS 3, MICH.

**Q**UICK, deep penetration — the ability to take hold instantly and sink in deeply — plus the enduring resilience and strength to hold your catch until you have brought it in. That's what Mustad Key Brand Fish Hooks deliver. Ask your fishing supplies dealer.

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## BOAT CATCHES

For Month of July

Hailing fares. Figure after name indicates number of trips.

### SEATTLE (Halibut Fleet Fishery)

Akutan (1)	65,000	Maddock (2)	37,900
Alma (1)	40,000	Marconia (1)	110,000
Airlia (1)	76,000	Mermaid (1)	32,000
Angeles (1)	18,000	Nanna (1)	29,600
Anne (1)	40,000	Nightingale (1)	8,000
Arne (1)	15,000	North (1)	58,000
Atlantic (1)	44,000	Northern (1)	65,000
B. C. Rover (1)	81,500	Northern Light (1)	58,000
Bernice (1)	34,000	Ocean Star (1)	86,000
Bernice R. (1)	32,000	Pacific (1)	37,000
Blue Pacific (1)	90,000	Recovery (1)	51,000
Borghild (1)	27,000	Republic (1)	64,000
California (2)	48,500	Roselene (1)	40,000
Chelan (1)	34,000	St. John II (1)	45,000
Chelsea (1)	63,000	Salute (1)	65,000
Constitution (1)	66,000	Sanak (1)	53,000
Daily (1)	41,000	Seafarer (1)	27,000
DeLux (1)	26,000	Seymour (1)	63,000
Eastern (1)	28,000	Soupfin (1)	65,000
Eclipse (1)	65,000	Sunset (1)	57,000
Estep (1)	38,000	Susan (1)	55,000
Ethel S. (1)	38,000	Swift II (1)	17,000
Eureka (1)	12,200	Sylvia (1)	21,000
Evening Star (1)	81,000	Tryend (1)	45,000
Faith II (1)	32,000	Vigorous (1)	67,000
Freya (1)	41,300	Wesley (1)	8,800
Ideal (1)	25,100	Yakutat (1)	48,000
Ilene (1)	65,000	Zenith (1)	58,000
Ivanhoe (1)	46,000		
Kingfisher (1)	28,800		
Lane (1)	8,300		
Leviathan (1)	30,000		

### BOSTON (Mass.)

Alphonso (1)	2,600	Mary & Joan (2)	110,600
Angle & Florence (5)	113,300	M. C. Ballard (3)	186,300
Annie & Lucy (6)	75,600	Michael G. (7)	124,400
Arlington (2)	175,000	Michigan (3)	212,500
Atlantic (1)	167,500	Minnie (3)	258,500
Baby Rose (3)	133,100	Mother Frances (1)	18,800
Bay (3)	216,300	Nautilus (1)	64,500
Bonnie (2)	198,600	New Star (3)	248,600
Bonnie Billow (2)	112,700	Notre Dame (4)	154,600
Brighton (2)	92,200	Ohio (2)	125,400
Buzz & Billy (3)	81,600	Olympia LaRosa (2)	97,400
Cambridge (2)	182,400	Pam Ann (3)	185,200
Caracara (3)	130,100	Patty Jean (3)	221,400
Carmela Maria (5)	108,400	Phantom (3)	246,000
Carmen & Vince (5)	284,500	Plymouth (3)	169,200
Charlotte M. (2)	97,700	Princess (6)	132,900
Comet (3)	126,500	Racer (2)	218,800
C.R. & M. (1)	28,300	Red Jacket (3)	290,700
Dolphin (1)	26,000	Regina Maria (2)	76,600
Elizabeth B. (3)	210,500	Rosa B. (2)	148,000
Ethelena (6)	223,600	Rosie (6)	148,900
Flying Cloud (3)	327,900	Rush (2)	134,200
Four (1)	80,900	St. Angelo (3)	107,200
Geraldine & Phyllis (3)	140,100	St. Rosalie (3)	83,600
Jane B. (2)	184,500	San Calogero (5)	117,200
J. B. Junior (1)	90,000	Santa Maria (5)	248,100
J.B.N. (2)	82,400	Star of the Sea (Glu.) (2)	56,400
Jeanne D'Arc (3)	116,300	Star of the Sea (N.B.) (2)	53,800
Jennie & Lucia (3)	108,000	Swallow (1)	60,300
Josephine F. (2)	21,800	Terra Nova (3)	211,500
Josephine P. II (4)	60,600	Texas (3)	128,400
Katie D. (1)	62,800	Thomas D. (3)	121,100
Leonard & Nancy (3)	75,000	Villanova (5)	203,900
Magellan (4)	161,400	Vincie N. (4)	163,900
Manuel F. Roderick (3)	129,400	Weymouth (3)	207,100
Maria Del S. (7)	69,600	Winchester (2)	175,600
		Wisconsin (4)	339,200

### Swordfish Landings (No. of Fish)

Gertrude D. (1)	90	Luann (1)	90
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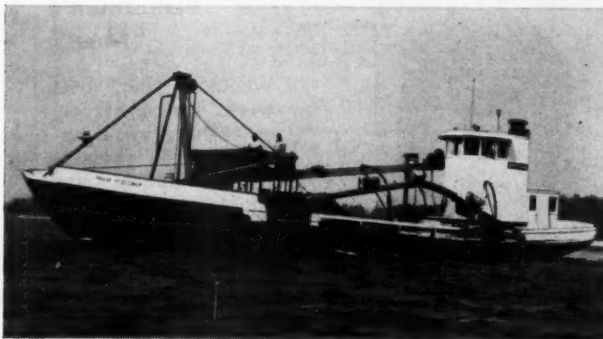
# "A CAT runs and runs, then runs some more"

**H. Butler Flower, Captain**  
**Frank M. Flower & Sons, Bayville, L. I., N. Y.**

Here's the way Captain Flower feels about Cat Marine Engines: "We've used them for almost 20 years, and they run and run, and then run some more! We have 4 Cats now and they are all giving good service. We like the dependable dealer service supplied by H. O. Penn Machinery Co."

The "Frank M. Flower" is one of the first mechanically operated oyster suction dredgers, and the only dredger equipped with self-dumping type dredges, a suction dredge, as well as hydraulically powered conveyors. At full capacity, she has gathered 3000 bushels of oysters in 2 hours. The Flower family is the owner of the Pine Island Oyster farm, and owns three oyster boats.

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The "Frank M. Flower" is Cat powered. A Cat D353 Marine Engine turns a 4 blade 48" prop with a 48" pitch. It also powers the hydraulic system, pumps and Cat Generator. A Cat D318 powers a centrifugal and a high pressure pump.

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### PORTLAND (Me.)

Agnes & Elizabeth (3)	245,000	Mary & Jennie (24)	973,000
Alice M. Doughty II (2)	130,000	Mascot (19)	370,000
Andarte (3)	232,000	Medan (2)	550,000
Bobby & Jack (2)	221,000	Nancy B. (1)	25,000
Bols Bubert (5)	128,000	Quincy (1)	200,000
Cathy-Aldie (13)	211,000	Rebecca II (19)	415,000
Challenger (25)	696,000	Resolute (2)	150,000
Courier (1)	130,000	St. George (1)	185,000
Crescent (25)	1,184,000	St. Joseph II (18)	422,000
Dorchester (1)	190,000	Sea Hawk (1)	110,000
Dorothy & Ethel II (20)	603,000	Theresa R. (3)	259,000
Elinor & Jean (2)	47,000	Vagabond (3)	144,000
Gulf Stream (2)	385,000	Vida E. II (24)	736,000
Lawrence Scola (18)	676,000	Voyager (2)	77,000
Lawson (3)	127,000	Wawenock (2)	450,000
Marie H. (13)	259,000	Winthrop (2)	400,000
Mary & Helen (20)	458,000		

### NEW YORK

#### Scallop Landings (Lbs.)

Barbara & Gail (2)	19,000	Karina T. (1)	9,000
Beatrice & Ida (2)	22,000	Manchonoch (2)	19,400
Carol-Jack (3)	32,000	Muskegon (1)	8,000
David A. (1)	10,000	Norseman (2)	14,200
Enterprise (1)	9,700	Phyllis J. (2)	21,000
Felicia (3)	33,000		

### STONINGTON (Conn.)

America (1)	400	Laura (1)	200
Averio (11)	10,500	Lt. Thomas Minor (17)	47,500
Bette Ann (11)	27,200	Marise (9)	3,300
Carl J. (9)	27,100	Old Mystic (16)	44,200
Carolyn & Gary (13)	44,600	Our Gang (1)	500
Connie (10)	24,100	Theresa (2)	3,600
Fairhaven (8)	17,700	Who Cares (1)	600
Irene & Walter (1)	400	William B. (11)	45,500
Jane Dore (9)	17,300		

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## Cutless Bearings

For Propeller Shafts



Soft rubber, water lubricated, Cutless bearings give years of trouble-free service on fishing vessels. Resist heat, oil, and wear. Quiet and protect shafts too. There is a size and type to fit your boat.

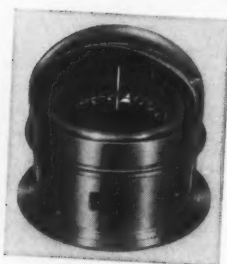
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**Lucian Q. Moffitt, Inc.**

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Engineers and National Distributors

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## Fishermen's "Must"

Whether your boat works rivers, harbors or offshore, you'll appreciate the versatility, reliability and shock-proof advantages of Ritchie Globe Masters. Three special mounts prevent shock and vibration from reaching the compass. Completely waterproof. 5" card. Ask your dealer to show you the Globe Master model ideally suited to your vessel. Or write us for catalog.

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- Indirect Lighting
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PEMBROKE, MASS.  
"Guiding Fully-Found Craft Since 1850"



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## 4-BLADERS

are standard throughout today's fishing industry, from California to Maine. Experienced owners and fleet-owners know these Columbians just can't be beat for rugged dependability, economical operation.

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Send us the Size, Pitch, Hand, Bore and Type of the Propeller you want. If it is a Used Wheel you want, we will try and locate it for you, either from our Large Stock on Hand or from Customers' Listings with us. If it is a New Wheel, we have Your Columbian Size in Stock. Now. Whether you need a spare wheel or a wheel for every day use, you will find us most happy to help you.

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## NEW BEDFORD (Mass.)

Adventurer (4)	87,500	Lubenray (3)	123,400
Althea (1)	33,800	Lynn (3)	27,200
Anastasia E. (1)	39,000	Major J. Casey (3)	106,000
Annie Louise (4)	31,100	Malvina B. (1)	33,000
Annie M. Jackson (4)	184,700	Maria-Julia (1)	7,900
Austin W. (3)	76,500	Mary & Katherine (4)	96,200
Barbara M. (3)	76,500	Mary & Gloria (1)	30,000
Cap'n Bill II (2)	117,900	Mary E. D'Eon (3)	114,500
Captain Deebold (3)	98,100	Mary J. Landry (2)	78,400
Carl Henry (1)	20,000	Midway (3)	110,100
Catherine & Mary (2)	88,100	Miriam A. (1)	48,000
Charles E. Beckman (4)	57,400	Molly & Jane (2)	70,200
Christina J. (3)	115,000	Nautilus (1)	36,500
Comber (3)	40,900	North Sea (2)	78,300
Driftwood (1)	3,700	Pauline H. (3)	215,200
Eugene H. (1)	51,000	Phyllis J. (3)	64,700
Falcon (3)	105,200	Roann (2)	73,000
Falcon (N. Y.) (1)	3,500	Roberta Anne (3)	128,500
Friendship (4)	168,200	Rosalie F. (3)	125,200
Gannet (3)	155,000	Rosemarie V. (3)	123,200
Growler (3)	132,000	Rush (2)	96,800
Harmony (2)	68,000	Ruth & Nancy (3)	28,500
Hope II (4)	160,900	Sea Rambler (3)	109,000
Invader (3)	76,000	Solveig J. (3)	164,000
Ivanhoe (3)	98,200	Stanley B. Butler (1)	62,500
Jacintha (1)	44,500	Sunbeam (3)	115,000
Janet & Jean (4)	184,900	Susie O. Carver (4)	76,200
Julia DaCruz (3)	130,200	Teresa & Jean (2)	121,900
Katie D. (2)	109,000	Two Brothers (3)	26,700
Kelbarsam (3)	41,600	Venture I (3)	152,200
Lorine III (3)	126,000	Victor Johnson (2)	41,200
		Viking (3)	153,800
		Whaler (3)	160,500

## Scallop Landings (Lbs.)

Abram H. (2)	19,400	Laura A. (2)	22,000
Adele K. (3)	33,400	Lauren Fay (1)	11,000
Agda W. (2)	22,000	Linda & Warren (2)	15,700
Aloha (2)	22,000	Linus S. Eldridge (3)	33,300
Alpar (2)	17,500	Louis A. Thebaud (2)	22,000
Amelia (2)	22,000	Louise (3)	33,400
Babe Sears (2)	22,000	Malene & Marie (2)	22,000
Baltic (3)	33,300	Marjorie M. (1)	5,000
Barbara & Gall (1)	7,000	Marmax (2)	22,000
B. Estelle Burke (2)	22,000	Mary Ann (3)	33,000
Bobby & Harvey (2)	18,000	Mary J. Hayes (2)	22,400
Brant (2)	22,000	Moonlight (2)	22,000
Bright Star (2)	22,000	Nancy Jane (2)	22,000
Camden (3)	33,000	Nellie Pet (2)	18,500
Carol & Estelle (2)	22,000	New Bedford (2)	22,000
Catherine B. (2)	22,000	Newfoundland (3)	33,300
Catherine C. (2)	22,000	Noreen (3)	33,000
Charles S. Ashley (2)	22,000	Pearl Harbor (3)	33,000
Clipper (3)	33,000	Pelican (2)	22,800
Dartmouth (3)	24,600	Polaris (1)	11,000
Debbie-Jo-Ann (2)	22,000	Porpoise (2)	22,000
Edgartown (3)	33,000	Richard Lance (2)	22,000
Eleanor & Elsie (2)	22,000	Ruth Lea (3)	26,900
Elizabeth N. (2)	22,000	Ruth Moses (2)	22,000
Fairhaven (3)	33,000	Sandra Jane (2)	22,400
Flamingo (2)	22,300	Sea Ranger (2)	22,300
Fleetwing (2)	22,000	Sharon Louise (2)	22,300
Florence B. (2)	22,000	Sippican (3)	33,000
Geraldine (2)	22,400	Smilyn (2)	11,000
Hilda Garston (2)	22,000	Snoopy (2)	22,000
Jerry & Jimmy (2)	22,300	Stanley M. Fisher (3)	33,000
Josephine & Mary (3)	27,000	Ursula M. Norton (3)	33,000
Kingfisher (3)	33,000	Vivian Fay (2)	22,000
		Wamsutta (2)	22,000
		Whaling City (2)	22,000

## Swordfish Landings (No. of Fish)

Flavia (1)	9	Our Gang (1)	20
Little Chief (1)	24	Viking (1)	11
Luann (1)	47	Winifred M. (1)	25
Mildred & Myra (1)	24		

## ROCKLAND (Me.)

Araho (2)	239,000	Margaret II (1)	9,000
Elin B. (1)	6,500	Margaret Jean (12)	322,900
Ethel B. (7)	141,400	Myrt II (9)	110,500
Flo (3)	167,000	Ocean (2)	610,000
Helen Mae II (2)	97,500	Rhode Island (4)	126,000
Jackie B. (1)	14,000	Squall (2)	600,000
John J. Nagle (1)	110,000	Storm (1)	300,000
Kalay (1)	21,000	Surf (2)	600,000
Kel Growler (3)	199,000	Tide (1)	250,000
Louise G. (4)	85,700	Verna G. (11)	350,000
Mabel Susan (7)	264,500	Wave (2)	500,000

## Scallop Landings (Lbs.)

Pocahontas (2)	22,000
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NATIONAL FISHERMAN - AUGUST, 1953

## GLOUCESTER (Mass.)

Acme (8)	197,000	Judith Lee Rose (1)	250,000
Admiral (2)	145,000	Kingfisher (2)	420,000
Agatha (7)	735,000		
Agatha & Patricia (3)	425,000	Lady of Good Voyage (2)	102,000
American Eagle (8)	440,000	Lady of the Rosary (3)	127,000
Andrea G. (2)	210,000	Lady of Tears (1)	2,500
Anna Guarino (10)	35,500	Linda B. (8)	44,000
Ann & Marie (3)	53,500	Little Flower (1)	8,000
Annie (13)	81,500	Little Joe (7)	87,500
Anthony & Josephine (5)	179,500		
Atlantic (2)	91,000	Malolo (2)	97,000
Ave Maria (7)	158,500	Manuel P. Domingoes (2)	310,000
		Margaret Marie (5)	58,800
Blue Waters (3)	520,000	Marianna II (8)	296,000
Bonaventure (1)	110,000	Mary Ann (7)	363,000
Bonnie Bill (6)	170,000	Mary Jane (2)	370,000
Bonnie Breaker (2)	385,000	Mary Rose (1)	6,000
		Morning Star (9)	367,000
Cape Cod (4)	100,000		
Carlannsul (1)	15,500	Nancy & Maria (8)	122,000
Carlo & Vince (9)	399,000	Natale III (9)	718,500
Cigar Joe (5)	138,500	Njorth (3)	33,500
Clinton (5)	83,000	North Sea (2)	360,000
Clipper (1)	160,000		
Clew (3)	470,000	Ocean Spray (1)	20,000
Cushman (2)	480,000	Olympia (8)	451,000
		Our Lady of Fatima (1)	210,000
Dawn (5)	72,000		
Doris F. Amoro (2)	106,000	Philip & Grace (5)	735,000
Dragnet (2)	107,000	Pilgrim (2)	115,000
		F. K. Hunt (2)	245,000
Eagle (7)	1,145,000	Powhatan (3)	144,000
Eddie & Lulu M. (5)	12,000	Priscilla (3)	8,500
Edith L. Boudreau (3)	235,000		
Emily H. Brown (2)	200,000	Rose & Lucy (6)	266,500
Estrela (1)	220,000	Rosemarie (1)	66,000
Eva II (13)	59,000		
Eva M. Martin (3)	10,000	St. Anna Maria (8)	321,000
Evelina M. Goulart (2)	70,000	St. Cabrini (9)	371,500
Evelyn C. Brown (2)	490,000	St. John (11)	27,000
		St. Joseph (4)	204,000
Flo (1)	250,000	St. Mary (12)	445,000
Flow (1)	225,000	St. Nicholas (1)	185,000
Frances R. (4)	180,000	St. Peter (7)	240,500
Frankie & Jeanne (1)	1,000	St. Peter III (9)	410,000
		St. Providenza (8)	44,500
Gaelano S. (6)	570,000	St. Stephen (5)	97,000
Giascoma (7)	81,000	St. Terese (7)	388,000
Golden Dawn (5)	112,500	St. Victoria (6)	720,000
Golden Eagle (3)	395,000	Salvatore & Grace (8)	196,500
		Sebastiana C. (7)	391,500
Holy Name (2)	359,000	Serafina II (2)	25,000
		Star of the Sea (1)	20,000
Immaculate Conception (7)		Sunlight (2)	215,000
Irene Y. (2)	197,500		
Irma Virginia (7)	305,000	Theresa M. Boudreau (3)	630,000
		Tina B. (1)	95,000
Jackie B. (6)	177,000	Tipsy Parson (2)	6,500
Jackson & Arthur (9)	145,000	Tuna B. (1)	15,000
J.B.N. (1)	21,000		
Jennie & Lucia (1)	30,000	Villanova (2)	435,000
Joseph & Lucia (5)	870,000	Virginia Ann (5)	85,500
Joseph S. Mattos (1)	200,000		
Josie II (6)	126,000	White Owl (3)	7,500
		Wild Duck (2)	300,000

### Scallop Landings (Lbs.)

Brother Joe (1)	3,000	Stephen R. (1)	6,000
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## WOODS HOLE (Mass.)

Angeline (2)	3,700	Judy Sue (3)	3,100
Angette (2)	2,300		
Arnold (3)	14,400	Little Lady (5)	7,500
		Little Sam (2)	10,000
Bernice (2)	7,300		
		Madeline (3)	16,100
Carole Ann (2)	28,200	Madonna (2)	2,000
Clifton (3)	4,400	Madonna DiSiracusa (2)	2,200
Curlew (3)	4,400	Margie L. (3)	29,800
		Maria Julia (1)	2,700
Dorothy & Mary (5)	80,700	Mary F. (2)	3,900
Driftwood (2)	1,100	Morning Star (5)	12,300
Falcon (2)	5,800	Reliance (3)	8,400
Famiglia (5)	31,300		
Gannet (1)	500	St. George (1)	800
		Sammy B. (4)	5,700
Harvest (3)	4,500	Serafina (1)	900
Huckleberry Finn (3)	4,200		
		Verjoy (1)	2,000
Intrepid (5)	10,300	Viking (4)	19,800
Janet & Elise (3)	3,700		
		Winifred M. (2)	6,400

### Swordfish Landings (Lbs.)

Aloysius (1)	1,000	Margie O. (5)	5,700
Amphrodite (1)	900	Mary C. (2)	2,400
Blount (1)	1,200	Natator (5)	8,400
Christine & Dan (1)	400	Papoose (2)	9,000
Dorothy & Everett (5)	2,900	Sacket (1)	100
Gertrude D. (1)	4,300	Sashay (1)	300
Hi-Gin (1)	500	Southern Cross (1)	900
Ingrid (2)	1,500	Three Bells (2)	5,800
		Verjoy (1)	700

### Scallop Landings (Lbs.)

Lauren Fay (1)	10,000
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## MARINE EQUIPMENT

### Ross Coolers

New surplus—all copper shell—cupronickel tubes. Model 860, for fresh water and lube oil service. Recommended for engines up to 500 H.P. Immediate delivery.

### New LST Duplex Lube Oil Strainer Assemblies

New—manufactured by Elliott—chain driven—LST reduction gear type. Furnished either left or right hand.

### New LST Syphon Temperature Regulating Valves

Complete with capillary tubing—type W.B.—100 I.S.P.—16" face-to-face—thermostat type 923-3. For use with LST 12-567 or 12-278A engine, etc. NEW.

### New LST Pilot House Pedestal Control Stands

10 available—new—manufactured by Allis-Chalmers—120 volts DC manual—41" high—12" x 12". Marked: ahead, off, astern.

### Fairbanks-Morse Heavy Duty Direct Reversible Diesel Engine

Model 35F-10—direct reversible—forced feed lubrication—240 H.P. at 400 R.P.M. Serial number 864645—built 1945—in good running condition.

**\$2950.00**

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## SEARCHLIGHTS

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## AIR STARTING MOTORS

Ingersoll-Rand Co., 11 Broadway, New York 4, N. Y.

## ANCHORS

Danforth Anchors, 2121 Allston Way, Berkeley, Calif.

"Northill": Air Cruisers Div., Garrett Corp., Belmar, N. J.

## ANTIBIOTICS

Chas. Pfizer & Co., Inc., 630 Flushing Ave., Brooklyn 6, N. Y.

## BATTERIES

Bowers Battery & Spark Plug Co., Box 1262, Reading, Pa.

Crescent Battery & Light Co., Inc., 819 Magazine St., New Orleans 12, La.

Exide Industrial Division—The Electric Storage Battery Co., 42 South 15th Street, Philadelphia 2, Pa.

Surette Storage Battery Co., Salem, Mass.

## CANS

Continental Can Co., 100 E. 42nd St., New York, N. Y.

## CLOTHING

A. J. Tower Co., 24 Simmons St., Boston, Mass.

United States Rubber Co., Rockefeller Center, New York, N. Y.

## COLD STORAGE

Quaker City Cold Storage Co., Philadelphia, Pa.

## COMPASSES

John E. Hand & Sons Co., Atlantic & Washington Avenues, Haddonfield, N. J.

Marine Compass Co., Pembroke, Mass.

E. S. Ritchie & Sons Inc., Pembroke, Mass.

Wilfrid O. White & Sons, Inc., 178 Atlantic Ave., Boston 10, Mass.

## CORDAGE

Bob Stone Cordage Company, Chariton, Iowa.

Catling Rope Works, Inc., Maspeth, N. Y.

Columbian Rope Co., Auburn, N. Y.

The Edwin H. Fittler Co., Philadelphia 24, Pa.

New Bedford Cordage Co., 131 Court St., New Bedford, Mass.

## DEPTH SOUNDERS

Bendix Aviation Corp., Pacific Div., 475 Fifth Ave., New York 17, N. Y.

Edo Corporation, College Point, L. I., N. Y.

Radiomarine Products, a Division of RCA, 75 Varick St., New York 13, N. Y.

Raytheon Manufacturing Co., 138 River St., Waltham 54, Mass.

Wilfrid O. White & Sons, Inc., 178 Atlantic Ave., Boston 10, Mass.

## DIESEL TESTING EQUIPMENT

Klene Diesel Accessories, Inc., 10352 Pacific Ave., Franklin Park, Ill.

## DIRECTION FINDERS

Bludworth Marine, 92 Gold St., N. Y. 7, N. Y.

Kaar Engineering Corp., Palo Alto, Calif.

Radiomarine Products, a Division of RCA, 75 Varick St., New York 13, N. Y.

Raytheon Manufacturing Co., 138 River St., Waltham 54, Mass.

## ELECTRIC GENERATING PLANTS

D. W. Onan & Sons, Inc., University Ave., S.E. at 25th, Minneapolis 14, Minn.

## ENGINES—Diesel

Allis-Chalmers, Buda Division, 1135 S. 70th St., Milwaukee 1, Wisc.

American MARC Inc., 1601 W. Florence Ave., Box 549, Inglewood, Calif.

Burnmaster & Wain American Corp., Lathrop Engine Div., Mystic, Conn.

Caterpillar Tractor Co., Peoria, Ill.

Cummins Engine Co., Columbus, Ind.

Detroit Diesel Engine Div., General Motors Corp., 13400 W. Outer Drive, Detroit 28, Mich.

Enterprise Engine & Machinery Co., 18th and Florida Sts., San Francisco 10, Calif.

Fairbanks, Morse & Co., Chicago, Ill.

Ford Marine Engines, Osco Motors Corp., 3627 N. Lawrence St., Philadelphia 40-AF, Pa.

Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.

P&H Diesel Engine Division Harnischfeger Corp., 500 S. Main Street, Crystal Lake, Illinois.

Hercules Motors Corp., 101 Eleventh St., S.E., Canton, Ohio

Lister-Blackstone, Inc., 42-32 21st St., Long Island City 1, N. Y.

H. O. Penn Machinery Co., Inc., East River and 140th St., New York, N. Y.

Perkins Machinery Co. Inc., Exit 53 Route 128, Needham Hts., Mass.

Petter Engine Div., Orenda Industrial, Inc., 34-14 58th St., Woodside 77, N. Y.

Red Wing Marine Corp., Red Wing, Minn.

Waukesha Motor Co., Waukesha, Wisc.

White Diesel Engine Division, White Motor Co., Springfield, Ohio.

Wolverine Marine Dept., The Coulter & McKenzie Machine Co., 35 Union Ave., Bridgeport 3, Conn.

## ENGINES—Gasoline

Burnmaster & Wain American Corp., Lathrop Engine Div., Mystic, Conn.

Marine Engine Division, Chrysler Corp., 7700 Russell St., Detroit 11, Mich.

Ford Marine Engines, 3627 N. Lawrence St., Philadelphia 40-AF, Penna.

Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.

Norseman Marine, 105 Nevada St., Oshkosh, Wisc.

Red Wing Marine Corp., Red Wing, Minn.

## ENGINES—Outboard

Evinrude Motors, 4870 N. 27 St., Milwaukee 16, Wis.

Johnson Motors, 6300 Pershing Rd., Waukegan, Ill.

## FISH KNIVES

R. Murphy Co., Ayer, Mass.

## FISHING GEAR

The Harris Co., Portland, Me.

Marine Construction & Design Co., 2300 Commodore Way, Seattle 99, Wash.

Westerbeke Fishing Gear Co., Inc., Fish Pier Road, Boston 10, Mass.

## FLARE SIGNALS

Kilgore Inc., International Flare Signal Div., Westerville, Ohio

## FLEXIBLE HOSE LINES

Aeroquip Corp., 300 South East Ave., Jackson, Mich.

## FLOATS

Dale Plastics Corp., 5736 12th St., Detroit 8, Mich.

J. H. Shepherd Son & Co., Elyria, Ohio.

E. F. Goodrich Sponge Products Division, Shelton, Conn.

The Linen Thread Co., Inc., 418 Grand St., Paterson 1, N. J.

## GENERATING SETS.

Allis-Chalmers, Buda Division, 1135 S. 70th St., Milwaukee 1, Wisc.

Winpower Mfg. Co., Newton, Iowa

Generators Safety Industries, Inc., Box 904, New Haven 4, Conn.

Winpower Mfg. Co., Newton, Iowa

## HEAT EXCHANGERS

Sen Dure Products, Inc., 95 E. Union St., Bayshore, N. Y.

## HOOKS

O. Mustad & Son, Oslo, Norway.  
"Plueger": Enterprise Mfg. Co., 110 Union St., Akron, Ohio.

## INSULATION

"Styrofoam" (Expanded Dow Polystyrene): The Dow Chemical Co., Midland, Mich.

## LORAN

Edo Corporation, College Point, L. I., N. Y.

Radiomarine Products, a Division of RCA, 75 Varick St., New York 13, N. Y.

## MOTOR GENERATORS

Safety Industries, Inc., P.O. Box 904, New Haven 4, Conn.

## NETS

W. A. Augur, Inc., 54 Beekman St., New York 38, N. Y.

The Fish Net & Twine Co., Menominee, Mich.

The Linen Thread Co., Inc., 418 Grand St., Paterson 1, N. J.

Joseph F. Shea, Inc., East Haddam, Conn.

A. M. Starr Net Co., 10 Summit Street, East Hampton, Conn.

Western Trawl & Supply Co., Freeport, Texas.

## NET LIFTERS

Crossley Co., 16 West 5th St., Erie, Pa.

## OIL—Lubricating

The California Oil Co., Perth Amboy, N. J.

Gulf Oil Corp., Gulf Bldg., Pittsburgh, Pa.

Socony Mobil Oil Co., Inc., Marine Sales Dept., 26 Broadway, New York 4, N. Y.

Standard Oil Co. of California, Standard Oil Bldg., San Francisco, Calif.

## PAINTS

The Federal Paint Co., Inc., 33 Rector St., New York 6, N. Y.

Henderson & Johnson, Inc., Gloucester, Mass.

International Paint Co., Inc., 21 West St., New York, N. Y.

Pettit Paint Co., Belleville, N. J.

Tarr & Wonsan Ltd., Gloucester, Mass.

C. A. Woolsey Paint & Color Co. Inc., 205 East 42nd St., New York 17, N. Y.

## PLYWOOD

Douglas Fir Plywood Assoc., Tacoma 2, Wash.

## PRESERVATIVES

Robeson Preservo Co., 214 Merchant St., Port Huron, Mich.

## PROPELLERS

Columbian Bronze Corp., Freeport, N. Y.

Federal Propellers, Grand Rapids, Mich.

Ferguson Propeller and Reconditioning Co., 1132 Clinton St., Hoboken, N. J.

Hyde Windlass Co., Bath, Maine.

Michigan Wheel Co., Grand Rapids, Mich.

## PROPELLER RECONDITIONING

Columbian Bronze Corp., Freeport, N. Y.

Ferguson Propeller and Reconditioning Co., 1132 Clinton St., Hoboken, N. J.

## PROPELLER REPAIRS

Columbian Bronze Corp., Freeport, N. Y.

Ferguson Propeller and Reconditioning Co., 1132 Clinton St., Hoboken, N. J.

Haskell & Hall, Inc., 36 Webb St., Salem, Mass.

## PROPELLER SHAFTS

The American Brass Co., Waterbury 20, Conn.

The International Nickel Co., Inc., 67 Wall St., New York 5, N. Y.

## PUMPS

Jabco Pump Co., 2031 N. Lincoln St., Burbank, Calif.

Sudbury Laboratory, South Sudbury, Mass.

## RADAR

Bendix Aviation Corp., Pacific Div., 475 Fifth Ave., New York 17, N. Y.

Decca Radar Inc., 539 West 25th St., New York 1, N. Y.

Edo Corporation, College Point, L. I. N. Y.

Lavoie Laboratories, Inc., Morganville 16, N. J.

Radiomarine Products, a Division of RCA, 75 Varick St., New York 13, N. Y.

#### RADIO TELEPHONES

Applied Electronics Co., Inc., 213 E. Grand Ave., South San Francisco, Calif.

Bludworth Marine, 92 Gold St., New York 38, N. Y.

Hudson American, 29-01 Borden Ave., Long Island City 1, N. Y.

Kaar Engineering Corp., Palo Alto, Calif.

Radiomarine Products, a Division of RCA, 75 Varick St., New York 13, N. Y.

#### RANGES—Galleys

"Shipmate"—Shipmate Stove Division, Souderton, Pa.

"Shipmate" and "Webbperfection" — Elisha Webb & Son Co., 136 S. Front St., Philadelphia 6, Pa.

Harry C. Weiskittel Co., Inc., 4901 Pulaski Highway, Baltimore 24, Md.

#### REDUCTION GEARS

Auto Engine Works, Inc., 333 (A) North Hamline Ave., St. Paul 4, Minn.

Snow-Nabstedt Gear Corp., Welton St., Hamden, Conn.

Twin Disc Clutch Co., 1341 Racine St., Racine, Wis.

The Walter Machine Co., Inc., 84 Cambridge Ave., Jersey City 7, N. J.

#### RUST PREVENTIVES

Sudbury Laboratory, South Sudbury, Mass.

#### SEARCHLIGHTS

The Carlisle & Finch Co., 4562 W. Mitchell Ave., Cincinnati 32, Ohio

#### SHIPBUILDERS

Blount Marine Corp., Warren, Rhode Island.

Diesel Engine Sales Inc., St. Augustine, Fla.

Diesel Engine Sales of Ft. Myers, Fla., Inc., 2909 Frierson, Ft. Myers, Fla.

Harvey F. Gamage, So. Bristol, Maine.

General Marine Boatyard, Inc., Fort Myers Beach, Fla.

Gladding-Hearn Shipbuilding Corp., 1 Riverside Ave., Somerset, Mass.

Morehead City Shipbuilding Corp., Morehead City, N. C.

#### SILENCERS

The Maxim Silencer Co., 126 Homestead Ave., Hartford, Conn.

#### STARTING FLUID

Spray Products Corp., P. O. Box 584, Camden 1, N. J.

#### STEERING GEAR

Metal Marine Pilot, 342 Golden Gate Ave., Tacoma, Wash.

#### STERN BEARINGS

Byron Jackson Tools, Inc. 1900 E. 65th St., Los Angeles 1, Calif.

"Goodrich Cutless": Lucian Q. Moffitt, Inc., Akron 8, Ohio.

#### TRAWL CABLE METERS

Olympic Instrument Laboratories, Vashon, Wash.

#### TWINE

Brownell & Co., Inc., Moodus, Conn.

Columbian Rope Co., Auburn, N. Y.

#### V-BELTS

Flexible Steel Lacing Co., 4683 Lexington St., Chicago 44, Ill.

#### VOLTAGE REGULATORS

Safety Industries, Inc., Box 904, New Haven 4, Conn.

#### WINCHES

Hancock Marine, 1567 No. Main St., Fall River, Mass.

Hathaway Machinery Co., Inc., New Bedford, Mass.

Stroudsburg Engine Works, 62 North 3rd St., Stroudsburg, Penn.

#### WIRE ROPE

American Steel & Wire Division, United States Steel, Rockefeller Bldg., 614 Superior Ave., Cleveland 13, Ohio.

Hackensack Cable Corp., 110 Orchard St., Hackensack, N. J.

John A. Roebling's Sons Co., Trenton 2, N. J.

Wickwire Spencer Steel Division of The Colorado Fuel & Iron Corp., Palmer, Mass.

## FOREIGN BAILINGS

**MEXICO HAS REQUESTED** cooperation of American shrimp vessels fishing in waters off Mexico. The communication requests the vessels carry their nets inboard when in Mexican territorial waters, and that prior authorization should be obtained from the Mexican Ministry of Marine to anchor in such waters.

The captain, unless physically prevented, is requested to report personally to authorities informing them of his reasons for entry and length of stay in the waters. It was also requested that American shrimp vessels fly the American flag and refrain from turning off lights and running when a Mexican naval vessel appears.

The U. S. Dept. of State has informed the Mexican Government that it is communicating the request to the U. S. shrimp industry, on the understanding that it has reference to the shrimp fleet's activities within the 3-mile territorial sea limits recognized by the U. S.

**ALUMINUM LOBSTER** traps are to be tried by two Canadian fishermen. The lobster season has officially opened in the Northumberland Strait and most fishermen have dropped their wooden traps. But two fishermen will be trying out aluminum traps as part of the fisheries department studies of their efficiency. They will compare their catches with those made by an equal number of conventional wooden traps.

**A NEW TYPE TRAWLER** was recently launched in a Lisbon, Portugal shipyard. It is the first of three trawlers to be built in this new design. The vessel has an aluminum superstructure, with a displacement of 725 tons, a capacity of 400 tons of fish, and a speed of 12 knots.

In addition to the most modern navigation and safety equipment, the trawler has two stainless steel refrigeration holds, one of which is for rapid freezing and the other for storage.

**A LOBSTER CONTAINER** for air shipment has been designed by Canadian company. The box is double-walled, corrugated cardboard with an aluminum foil covering for insulation. Depending on the holding temperatures, up to 20 pounds of ice are used to keep the lobsters cool.

The ice is sealed in a polyethylene bag to protect the lobsters from melting ice and to avoid undesirable leakage. To improve insulation, the box is well sealed with tape, but two inch air holes are necessary to prevent suffocation. When packed with 50 pounds of lobsters and 10 pounds of ice the container has a gross weight of 64 pounds.

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## BOAT & GEAR MART

Classified Advertising Rates: \$1.00 per line, \$5.00 minimum charge. Count 9 words to a line. Closing date, 25th. National Fisherman, Goffstown, N. H.

### FOR SALE

Cruisers, draggers, auxiliaries—all types and sizes. If you are in the market for anything in that line, please write us—no inquiry too small to merit attention. KNOX MARINE EXCHANGE, INC., CAMDEN, MAINE.

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Purse seiners, draggers, trollers, freezer vessels, tugs, barges, water taxis, cargo ships, tankers, passenger ships, dredges, yachts, surplus type vessels and used marine equipment. World-wide contacts. JERRY'S BOAT SALES, 310 West 7th St., San Pedro, Calif.

### GOVERNMENT SURPLUS EQUIPMENT LIST

Buy surplus direct from Government at tremendous savings. Boats, motors, gear, machinery, power tools, truck jeep, hundreds others. List \$1.00. Surplus Bulletin, Box 169NAE, East Hartford 8, Conn.

### FOR SALE

Cabin cruiser fishing boat 40' x 12' x 3', fish hold capacity 10,000 lbs., with 165 G.M. Diesel, 32 volt radiotelephone, 100 fath. Bendix recorder. Call or write Frank Firicano, 33 Hinckley St., Somerville, Mass. Tel. SO-6-4383. No reasonable offer refused.

### RADIOTELEPHONE

Karr radiotelephone 9 channels, 150 watt input, 100 watt output, 32 volts. Model T.R. 222, 14 months old, like new. \$450 gets it. Cost over \$1000. Winston B. Caraker, P. O. Box 614, Port Isabel, Texas.

### DRAGGER FOR SALE

50 ft. Eastern type, in excellent condition, now fishing. Easy terms for right party. Box 304, Fairhaven, Mass.

### SHRIMP TRAWLER FOR SALE

Shrimp trawler Rock & Roll, 62 ft. x 17½ ft. beam, 5 months old. Double rigged—power G.M. 610—4½ ratio, large Bendix depth recorder, Apelco radio, automatic pilot, etc. Information: Western Sea Food, Freeport, Texas.

### OIL BURNING RANGE FOR SALE

Oil Burning Range with oven manufactured by National Iron Works. Overall stove dimensions 32" long x 22" wide x 36" high. White porcelain front. Fiberglass insulated and complete with electric blower and oil regulator. Uses No. 2 fuel. Original cost over \$300.00. Our price . . . \$58.00. Unused surplus. Write for our catalogue containing four million dollars worth of Diesel engines, Diesel generators, electric motors, air compressors, pumps, blowers, etc. Ships & Power, Inc., 3618 N.W. North Dr., Miami, Florida.

### ENGINES FOR SALE

GM-6-110 new and unused. Still on original skids, 3.75:1 marine gear, heat exchanger cooling, 1500-W, 32-v generator. Big discount for cash.

Fairbanks-Morse Model 35E10 rated 240 B.H.P. at 400 R.P.M. Running condition—or can be used for parts. Cheap.

For information write Virginia Tractor Co., Inc., Box 1638, Richmond 13, Va. or 'phone Richmond, Va. ELgin 5-9138 Mr. Amos.

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Suitable for conversion into Tuna Clippers. Located at our dock in Baltimore. Priced very low for quick sale.

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Inquire The Edgartown (Mass.) National Bank or Your Own Broker

### FANS FOR SALE

Propeller type, for circulation or exhaust. 24 volts

DC, with magnetic starter, each

\$24.95

Centrifugal fans, operating on 32 volts DC, each

\$17.50

### THE BOSTON METALS COMPANY

313 Baltimore St., Baltimore 2, Md.

ELgin 5-5050

### FISH FINDER FOR SALE

Edo Fish Scope complete with fittings and fastening transducer to bottom of boat. Slightly used. Price \$1000. Lindenhurst 5-0834-W, L. I., N. Y.

### DRAGGER "MANDALAY" FOR SALE

60 feet long, 16'6" beam, 7'8" draft. Capacity 50,000 lbs. food fish, 70,000 trash fish. 2 nets, 2 sets doors, depth-sounder, RCA telephone, direction finder. Waukesha 160 hp. Diesel, Snow-Nabstedt 3:1 reduction-reverse gear. Columbian propeller, 3" Monel shaft, Hathaway hoist, stern bearing and stuffing box. 200 fathoms towing wire. Fully rigged. Write Capt. James H. Lawrence, 18 Robinson St., New London, Conn. Tel. Gibson 3-5269.

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*Grimsby Trawls  
Wesco Cod-end Protectors  
Wire and Manila ropes*

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*Marine Hardware  
Danforth Anchors  
Paints — Fittings*



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ANOTHER MOBIL MARINE CONVENIENCE

# Grease Gun Cartridges

One of these two fine greases available in your area



## Help Keep Grease Dirt-free!

Refill gun in seconds . . . load without waste or mess! These new grease gun cartridges solve the old problem of time-consuming, messy gun filling. Simply slip one in and begin lubricating. Cartridge holds nearly a pound of top-quality Mobilgrease MP or Mobilux #2 . . . the multi-purpose greases that meet all your machinery grease requirements. Ask your Mobil Marine man about Mobil's latest weapon against corrosion and wear . . . Mobil's grease gun cartridges. Shipped in handy 10-packs, 6 to the carton.

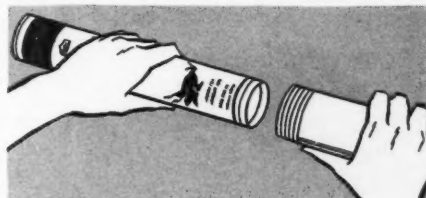
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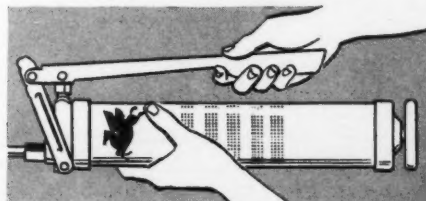
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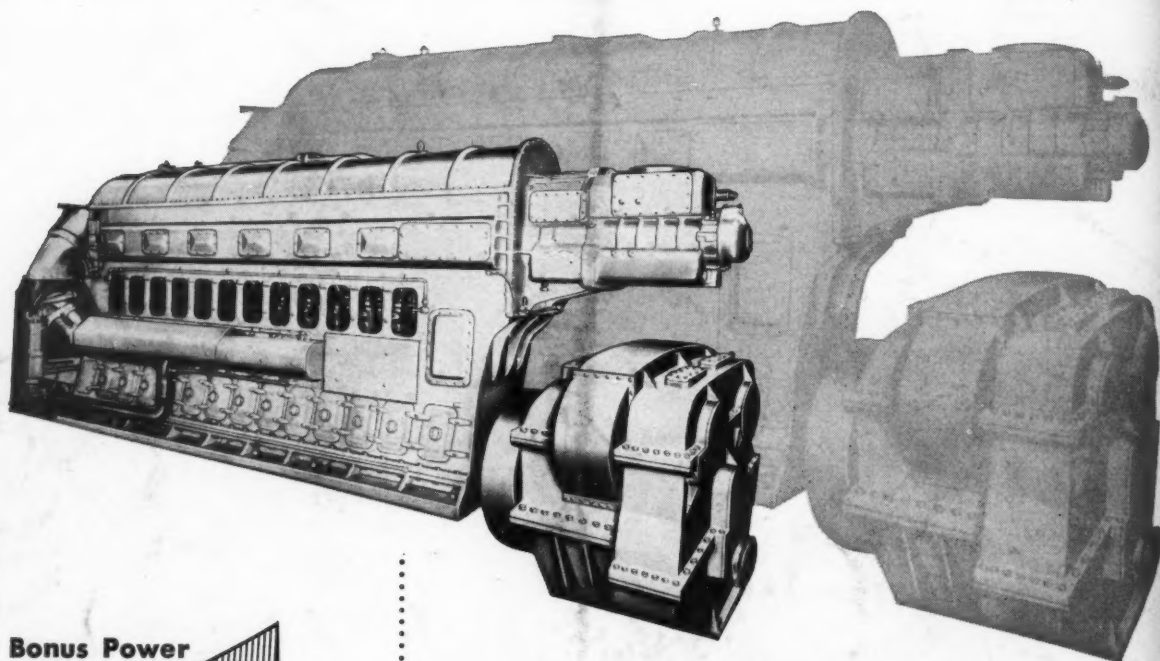


Simply slip Mobil cartridge into gun . . .

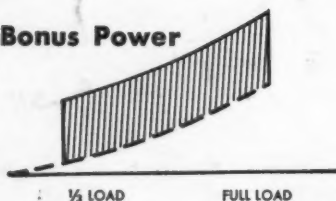


No waste or mess...you're ready to work in seconds!

# 50% More Power with Fairbanks-Morse TURBOCHARGED OPPOSED-PISTON DIESEL

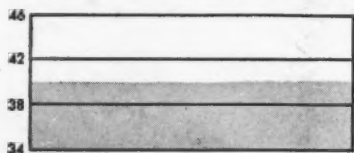


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Auxiliary blower is automatically declutched at loads above approximately 1/3 rating to deliver more usable power at the flywheel.

## Increased Thermal Efficiency



Turbo-charged Fairbanks-Morse Model 38TD-8 1/8 Opposed Piston Diesel is approaching a new high of 40% efficiency.

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The industry's most compact, simple, and dependable diesel—the Fairbanks-Morse Opposed Piston—is now turbo-supercharged! Fuel savings from 5% to 10% are effected on full-load operations—even more on part loads. And 50% more power has been added. At 900 rpm, for example, it is conservatively rated at 300 hp per cylinder. Yet it occupies virtually the same space as the non-supercharged version...weighs only about 8% more. Look at the advantages in this unusually low size and weight per horsepower.

Stationary installations—save on foundation and building costs.

Commercial marine use—more power, speed, fuel and cargo capacity.

Portable operations—save with most compact power available today.

Greater power is available at higher altitudes because the engine is less sensitive to atmospheric pressure. Oil and water cooling requirements show almost no increase at the higher output. It's all possible with careful matching of system and engine. Divided manifolds permit use of exhaust pulses with no pressure cancellations. Engine-driven auxiliary blower provides scavenging air up to 1/3 load—declutches or unloads automatically above this figure to make additional power available at flywheel. For full information write Fairbanks, Morse & Co., 600 South Michigan Avenue, Chicago 5, Illinois.



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